

# THE COMMERCIAL MOTOR

FRIDAY, AUGUST 8, 1958  
ONE SHILLING



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# 6 GOOD REASONS

## FOR FITTING GIRLING REPLACEMENT SHOES



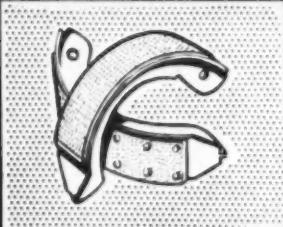
1

Girling replacement shoes are inspected to the standard of original equipment



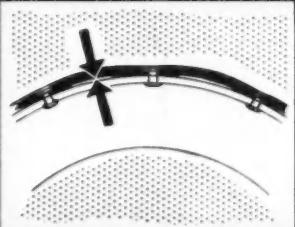
4

They save you garage time by being perfectly simple to fit



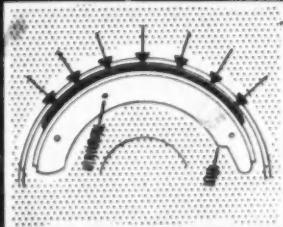
2

They are correctly riveted or bonded and precision ground to specified contours



5

They ensure that the lining fits tight to the shoe platform and so avoids this kind of gapping



3

They bed down quickly to full contact area and give highest efficiency braking in minimum time



6

They are your assurance that your vehicle braking is as good as new

**Don't reline—replace with  
GIRLING FACTORY LINED  
REPLACEMENT BRAKE SHOES**

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THE BEST BRAKES IN THE WORLD



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# KARRIER "Gamecock"

## 3-4 TONNER

available with

alternative power units—petrol, with  
porous chrome bores, or Rootes diesel.



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*the phenomenal life  
91 b.h.p.  
six-cylinder with  
porous chrome bores*

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*the amazingly  
successful 85 b.h.p.  
Rootes two-stroke  
with opposed pistons*



**MAXIMUM MARKS TO SINTERLINK FOR**  
 Low Rate of Wear • Smooth Operation  
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With SINTERLINK lined clutches the user can keep his machines and transport on the go—and his hand out of his pocket. The *designer* of those machines and that transport can use a smaller clutch or less plates. SINTERLINK is as important as that.

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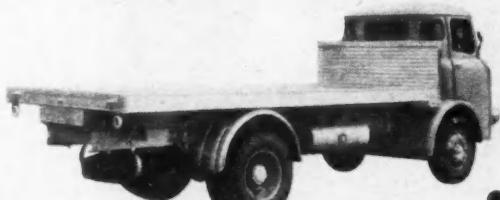
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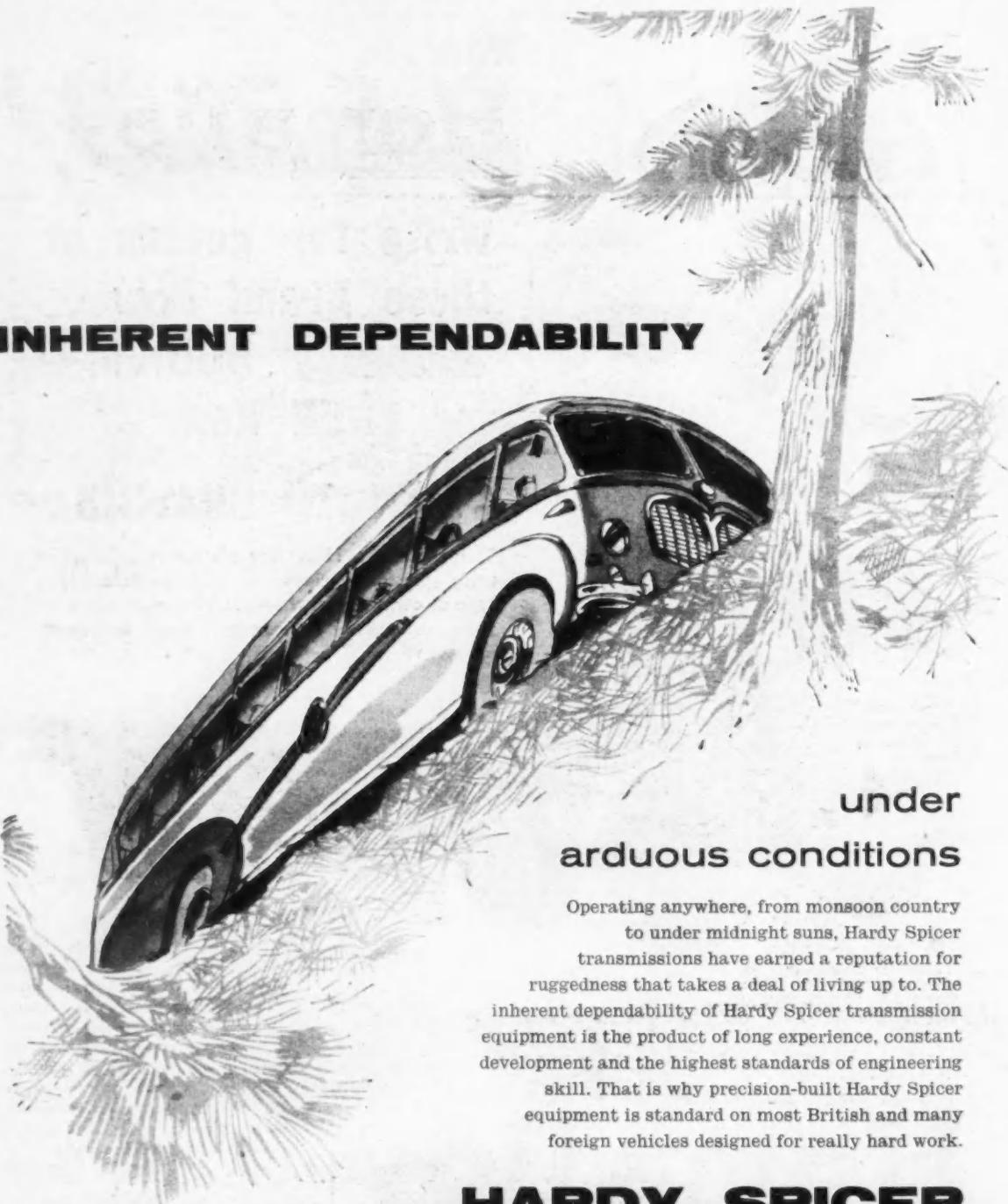
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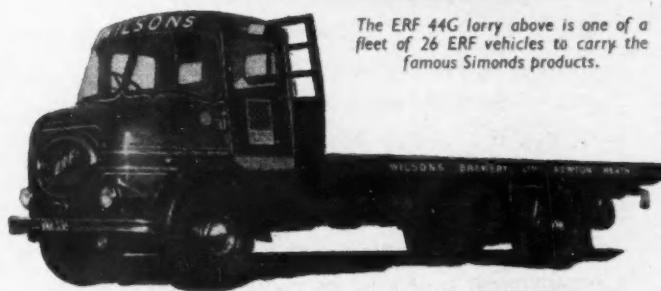
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McEwan's of Edinburgh is among the many well-known breweries using a fleet of ERF lorries, 81 of which have been supplied altogether.



The ERF 44G lorry above is one of a fleet of 26 ERF vehicles to carry the famous Simonds products.



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*I've been working on car-engine design for 25 years, and Ransome & Marles bearings have always been specified. I suppose you've contributed to the motor industry for much longer than that?*

The motor industry was, in fact, one of the earliest users of R&M products. For just half a century, bearings have been produced at Newark for nearly every British make of car, as well as for commercial vehicles, motor-cycles, auto-cycles, trailers and so on.

*And for car accessories?*

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*What about the work Ransome & Marles are doing on bearings for the engines in today's cars?*

That's still going on, naturally. With the advent of very high compression engines we have been tackling many new problems—and solving them, too. And the introduction of automatic transmission systems in this country has involved us, in production as well as in research. In fact, you can say that R&M have a hand in every technical development of Britain's motor industry, and will continue to have in the future.

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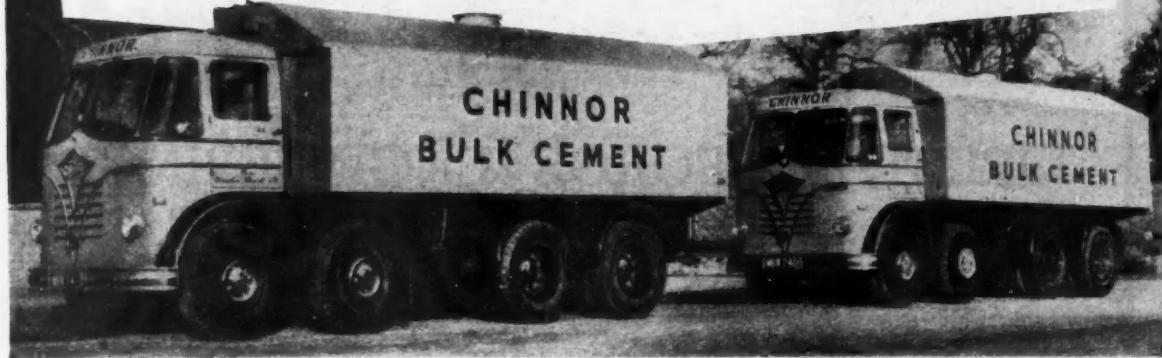


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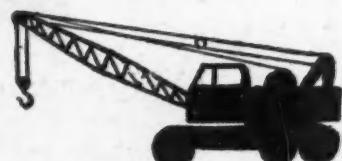
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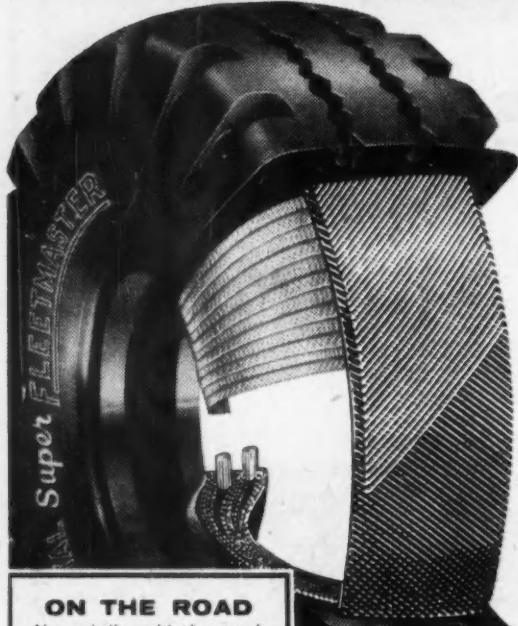


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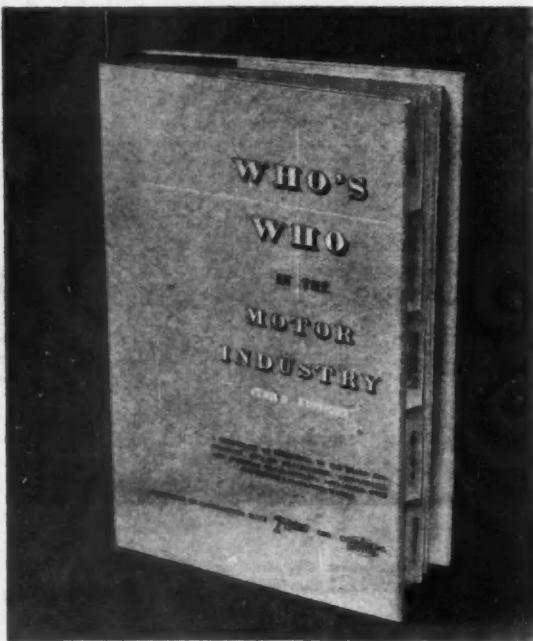
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*Published in association with "The Motor" and "The Commercial Motor"*  
Edited by F. J. Findon

This completely revised Third Edition of *Who's Who in the Motor Industry* is both an informative guide to the structure of the British Car and Commercial Vehicle Industries and an up-to-date directory of people prominently engaged in these industries, their allied distributive trades, and in the wider spheres of the Organizations, Associations, Learned Bodies and Motoring Clubs which together constitute the British Automotive World.

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**Foreign Cars : Foreign Car Manufacturers in association with the S.M.M. & T.**

**Organizations and Associations : Government Departments concerned with the Automotive**

**Industry : Professional Societies and Learned Bodies : Industrial Organizations and Trade Associations : Motorists' Associations : Motor Clubs affiliated to the R.A.C.**

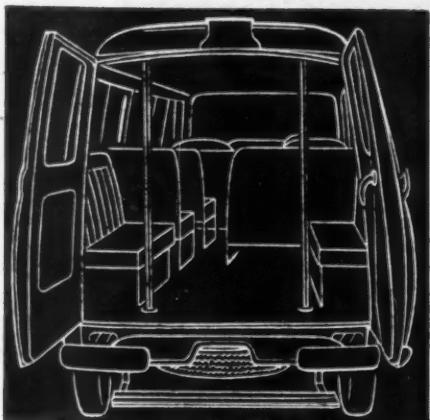
**Press Guide : The Periodical Press : Proprietors and Publishers of Motor and Allied Journals : Motoring Correspondents of the National and Provincial Press : Guild of Motoring Writers.**

**Biographies : Comprising some 1,250 references to people prominently engaged in the Industry or associated with British Motoring.**

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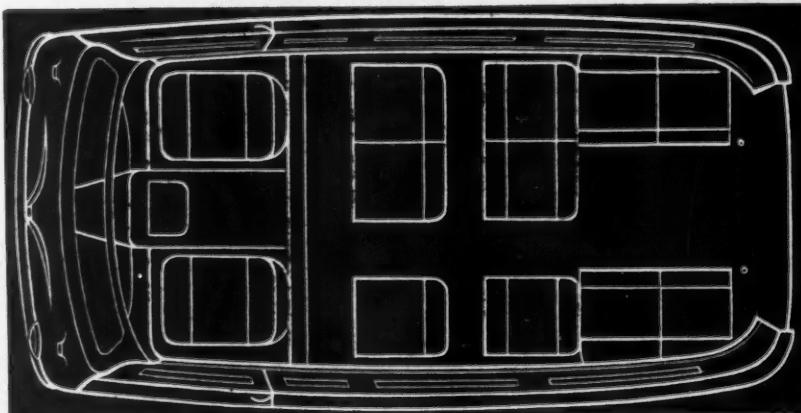
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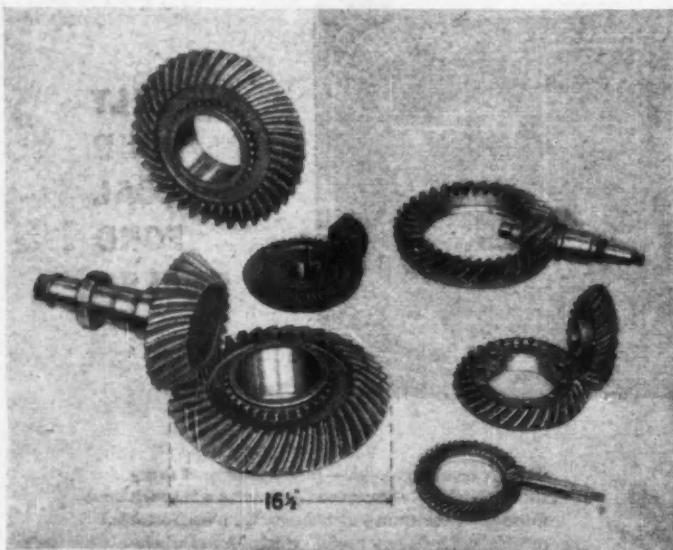
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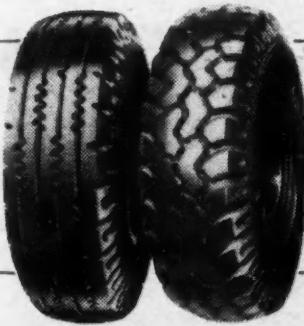
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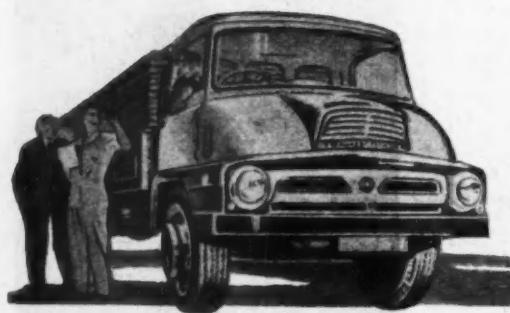
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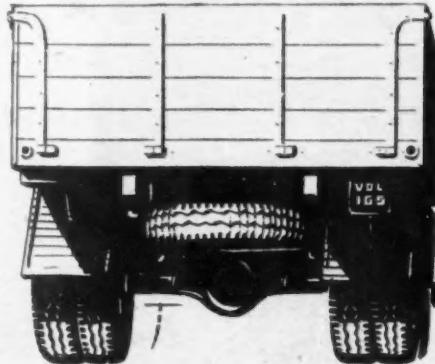
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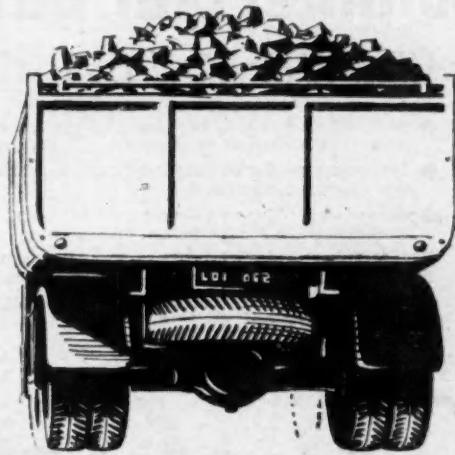
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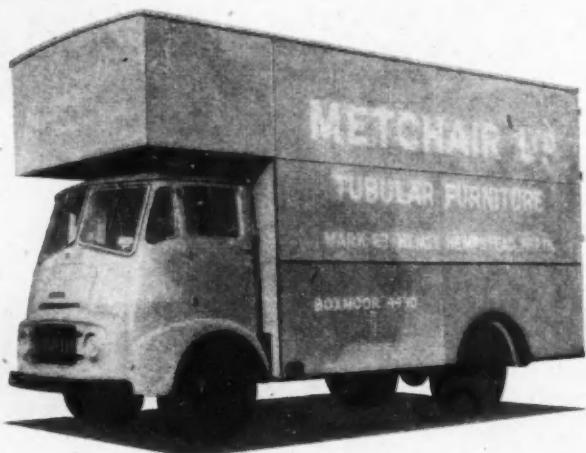
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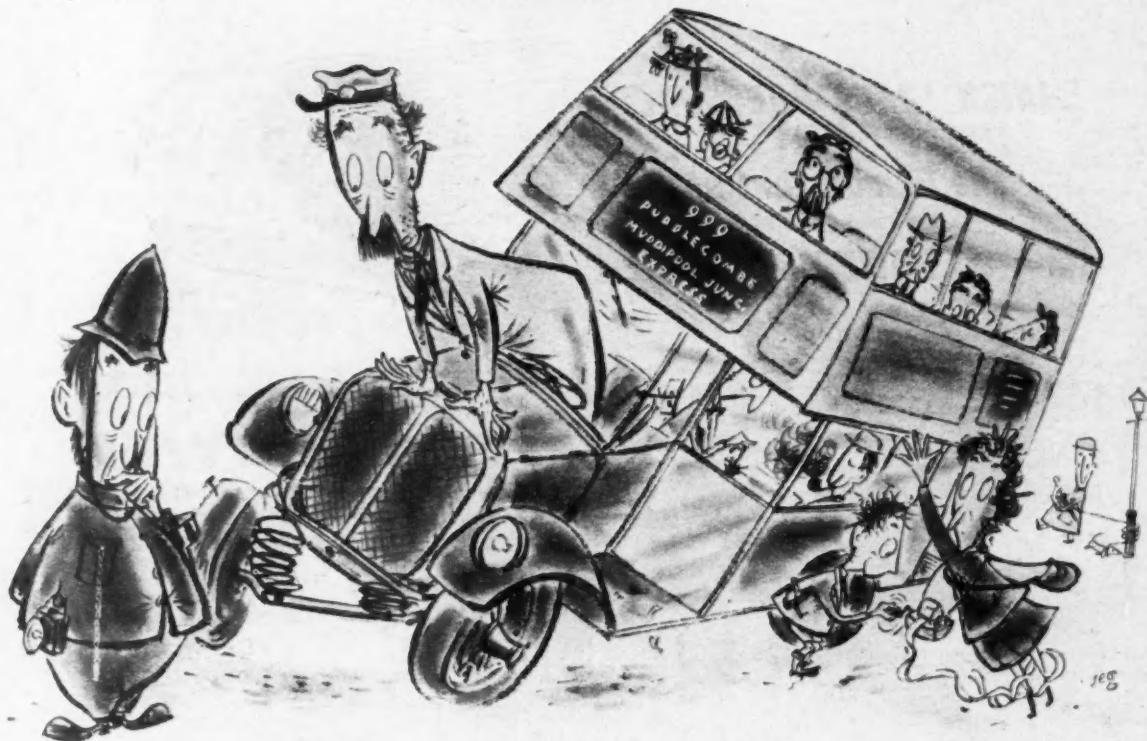
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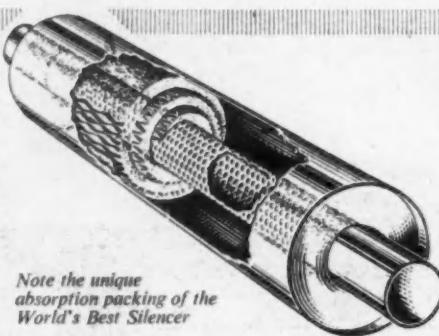
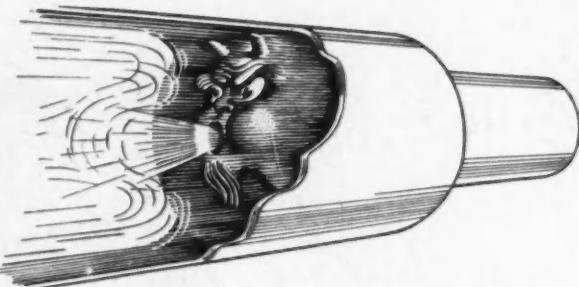
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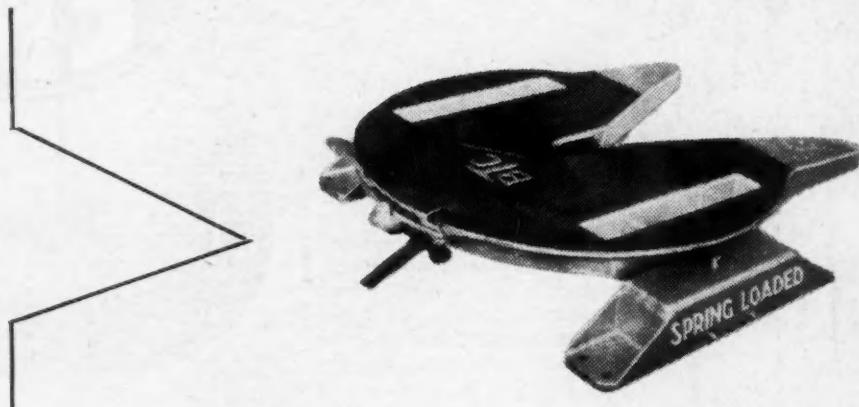
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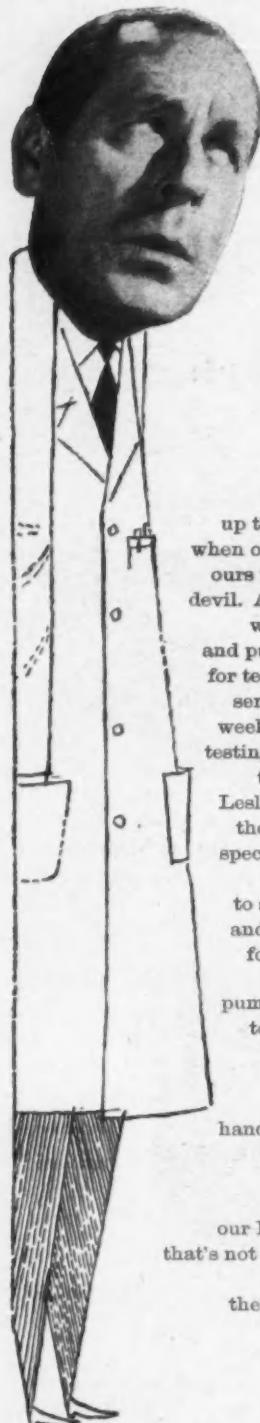
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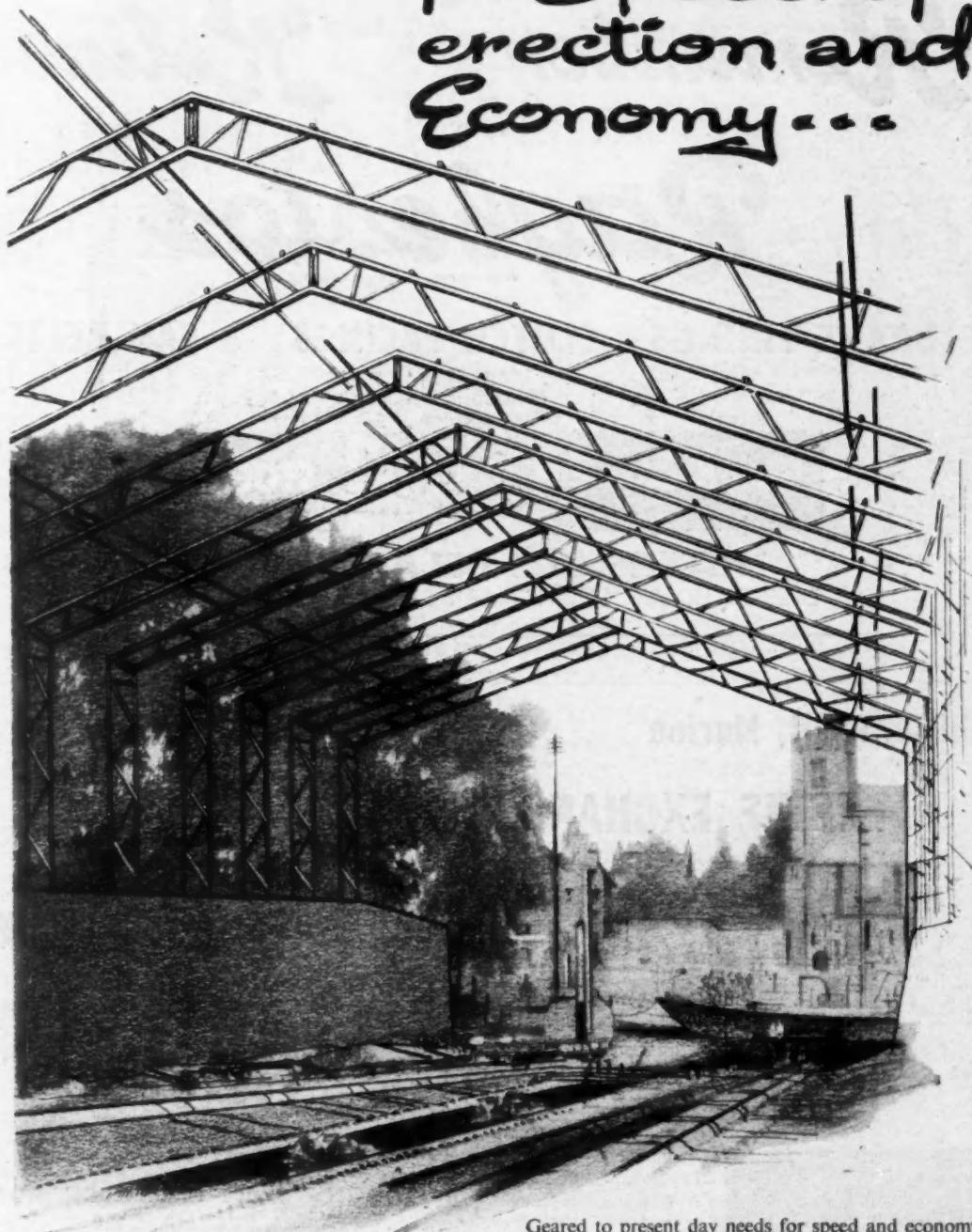


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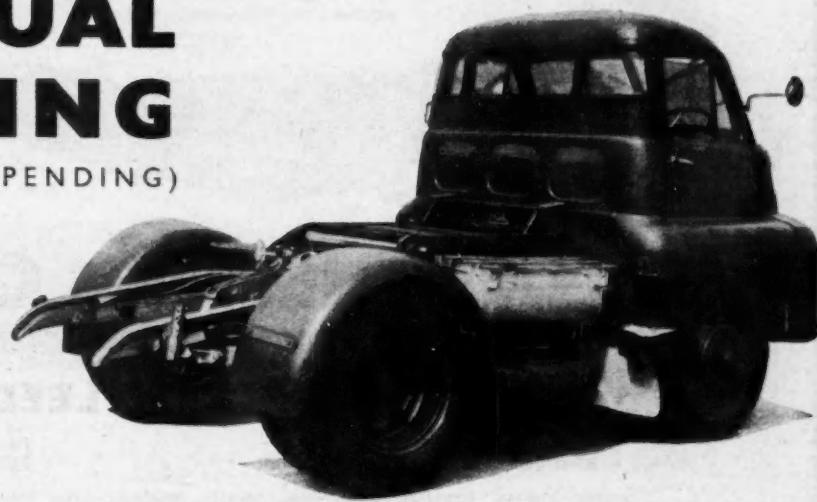
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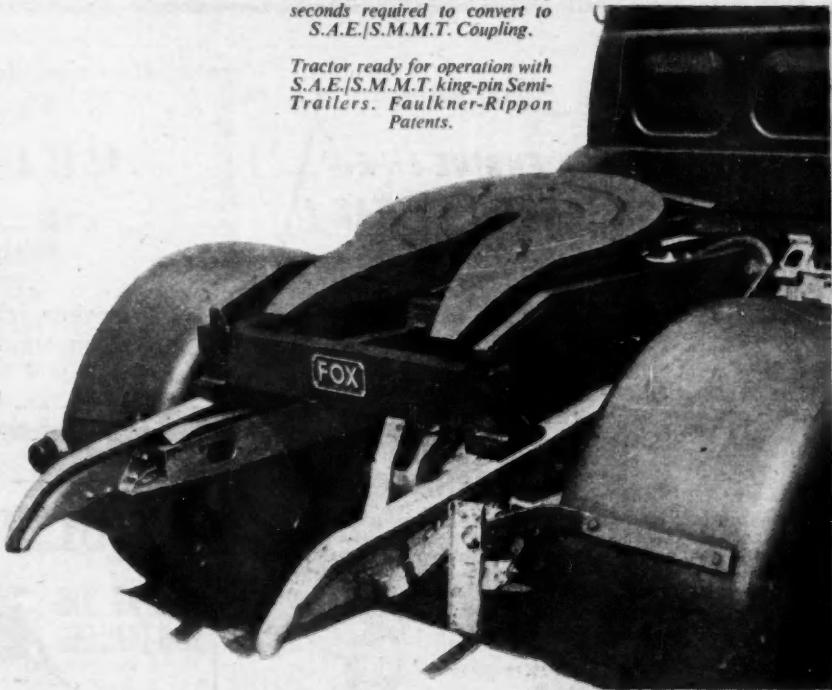
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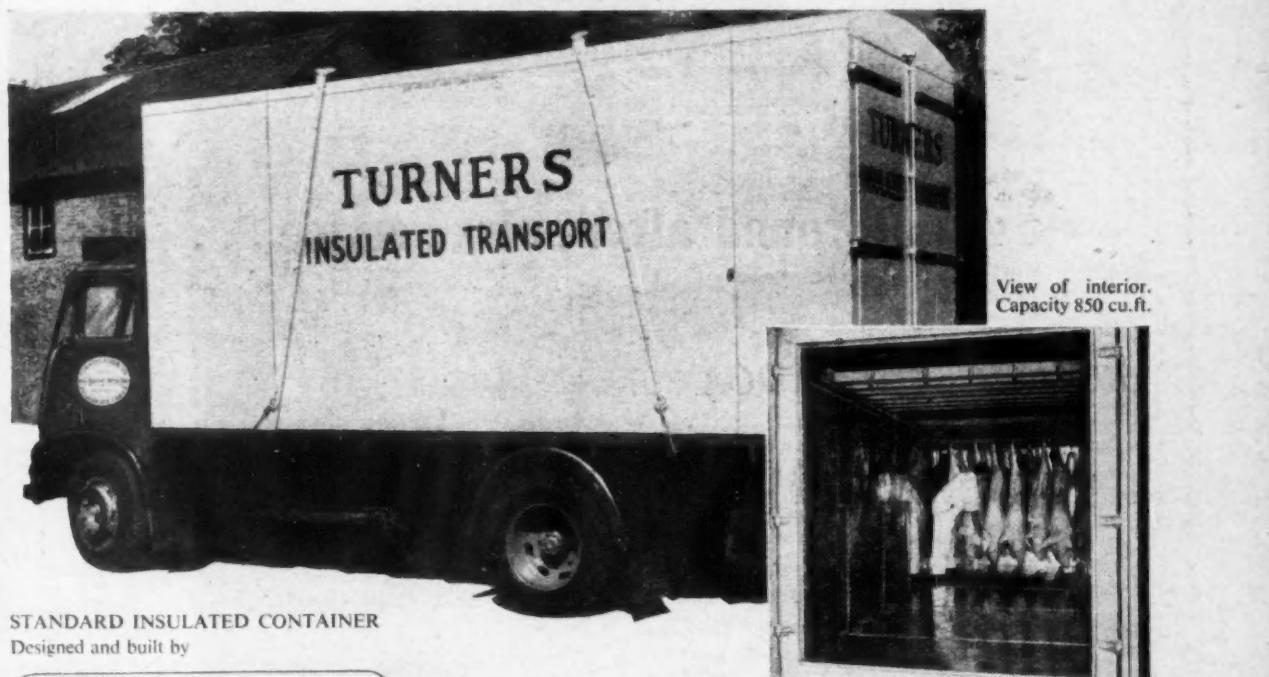


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(Centre) Leyland's re-conditioned engine exchange scheme is an important activity of their service. Every exchange unit carries the same guarantee as a new unit.

**(Left)** An aerial view of Leyland's newest service depot at Oldbury near Birmingham which alone carries £½ million stock of spares.

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### Greater Funds Needed to Allow Research into Traffic and Safety Problems to be Expanded

wheels, but to enable traffic to travel faster in greater safety. It is perhaps in the saving of human life that their work is most valuable. Their investigations into the problem of skidding, for instance, can be described as almost fascinating.

Skids are to an increasing extent being reported as factors in accidents. It is remarkable that of 32,900 personal-injury accidents involving skidding in 1956, 11,100 occurred on dry roads, whereas only 6,300 happened on ice. Wet roads were concerned in 15,500 skidding accidents. Here is a problem requiring scientific analysis, such as the R.R.B. can and do undertake, and pursue most thoroughly.

### Skidding Investigated

Another phenomenon of skidding now under investigation is the seasonal variation. The percentage of accidents involving skidding on wet roads is higher in the summer than in the winter, but the reasons for it are still inconclusive. A preliminary analysis has indicated that both temperature changes and the proportion of time that the road is wet play important parts in determining seasonal changes in the resistance of a road surface to skidding. When the Board have found the complete answer to the problem and road builders have taken the necessary corrective action, there should be a substantial reduction in the number of accidents.

This is a vital need in the light of the estimate of £110m. as the cost to the community of road accidents in 1956. Damage to property accounted for £27m. of this sum and loss of output caused by injury for £40m. Britain cannot afford this waste.

Among others, problems having an important bearing on safety are dazzle, street lighting, road layout and vehicle design, all of which are receiving close attention from the R.R.B.

Although the Board's title suggests that they are predominantly interested in road materials and construction, this is only part of their work. Road Traffic Research Board might be a more descriptive name, for the proposed expansion programme is aimed particularly at research into problems of traffic and safety. If the funds allocated to this work were trebled, the economic and other benefits would still be bought at a low price.

## A Rival to the Turbocharger?

**M**ECHANICALLY driven superchargers have the great disadvantage that the power absorbed in driving the pumping element forms a relatively large percentage of the total engine output when the unit is operating under light load. Whilst the supercharger may provide a saving in fuel consumption when the full output is required on hilly road sections, because it enables a higher gear ratio to be used, an increased consumption is virtually inevitable when the vehicle is operating on the level at reduced speed.

In normal operations, therefore, the consumption of a supercharged engine is higher than that of the equivalent turbocharged unit, and the latter would appear to have a far greater potential for oil-engine applications.

Recent news from America, however, gives promise that an alternative type of supercharger installation could be efficiently employed for some types of operation. It is notable that the Oberhausen centrifugal blower, designed for large-capacity petrol engines, is offered with electric drive and supplied with current from a 12-volt system.

Because the 4-h.p. electric motor causes a heavy drain on the battery, the blower cannot be employed for more

than one-third of every half-hour period, but this proportion could probably be increased if a battery of higher capacity were provided. It could easily be controlled by a kick-down mechanism conveniently situated for the driver to operate.

The efficiency of the centrifugal-type blower is relatively low, but the simplicity of the unit is favourable in respect of production costs, and its application for short periods to raise the peak output of the engine would suffice to meet the requirements of many operators. In some cases it might enable a higher final-drive ratio to be used and thus permit the overall fuel consumption to be substantially reduced.

Any objection to any device fitted to an engine to raise its output above the rated figures is that it may reduce the working life of the unit and increase maintenance costs. The dependence of an electrically driven blower on a quickly exhaustible battery may also give the system some of the characteristics of a gadget, but it could well serve to prevent the engine from being overstressed. If the vehicle was being driven by an experienced driver on suitable routes this "gadget" might come to be regarded by the operator as an outstanding development.

## Passing Comments

### Road Accidents in Europe

**S**tatistics of road traffic accidents during 1956 have just been published by the Economic Commission for Europe. In the majority of European countries the increase in the number of persons killed during 1956 was, fortunately, considerably less in proportion to the previous highest figures, bearing in mind the rise in the number of vehicles concerned.

Taking the 1953 figure as 100 the index for the 15 countries dealt with was 120, whilst that for vehicles was 145, and for motorcycles 177. There were reductions everywhere except in Norway and Yugoslavia. Despite this, however, the total deaths rose to 40,042, compared with 38,185 in the previous year. The number of injured was also high, amounting to 1,125,383 in 1956, compared with 1,076,018 in 1955.

As was to be expected, the most common type of accident was collision between moving vehicles. It was also confirmed statistically that among pedestrians killed or injured the commonest victims were young children and old persons.

### Great Fund of Engineering Knowledge

**C**ONSIDERATION of lists of members recently elected to the Institute of Road Transport Engineers indicates both the diversity of occupations which they follow and the wealth of experience which they possess. Those to whom references are made here may be looked upon as being merely a cross-section for there are hundreds of others whose "know how" adds to the great fund of knowledge which is undoubtedly beneficial to the Institute as a whole.

The lists include the following: Maintenance superintendent, British Oxygen Gases; vehicle maintenance officer.

Ministry of Works; district engineer, London Transport Executive; transport manager, the *Birmingham Dispatch and Mercury*; regular Army officers, R.E.M.E.; transport managers and engineers to important manufacturing concerns; technical officers of the Police; vehicle examiners, Ministry of Transport and of governments overseas; transport managers of gas boards; transport engineers and rolling stock superintendents of coach and bus companies; transport superintendents of oil companies overseas and a variety of entrants from Libya, Nyasaland, Fiji, Singapore, Ghana, Bombay, and Trinidad. All these only partly cover applicants admitted during the past two or three months.

### Where Purity Means Strength

**I**T is well known that the theoretical strength of a metal can be many times what it actually achieves in practice. This is probably because the structure does not correspond to the theoretical one by reason of various kinds of imperfection.

Russian scientists have been making researches into this matter in the view that if something more approaching the theoretical strength could be obtained the amount of metal now used for many structures could be correspondingly reduced. Recently, laboratory sample rods of pure iron have been produced in which the strength has been increased to 700 times that of ordinary iron. This seems fantastic and, of course, such purity would be outside the bounds of ordinary production. It does appear to give hope, however, that it will eventually be possible to produce metals on a commercial basis which may be many times stronger than those now available. Even doubling the strength would save much weight and work.

**Which Will Win—Nylon or Rayon ?**

**A** N interesting fight is going on between nylon and rayon for the major material to be used in the construction of tyre casings. This has really originated in America where, for a time, nylon was quite the vogue, but it is now being seriously challenged by rayon, particularly in the latest yarns, which are much stronger than those of only a year or two ago. In fact, it is claimed that in five years rayon cords have improved by 50 per cent., and strength for strength are said to be cheaper than those made in the rival material.

In this connection Courtaulds, Ltd., through their Canadian company, have been co-operating with the American Rayon Institute, and they have just introduced a film entitled, "Getting Down to Casings." This is an American production showing rayon v. nylon tyres in trials and destruction tests on the road and in the laboratory. It illustrates the first tests, which were completed only at the end of last year, when thousands of miles were run in the most searching conditions of heat and cold, and they included shock tests so severe that in some cases the wheel rims were bent and vehicle frames cracked, yet the rayon tyres had their cords unbroken.

Other trials were conducted to indicate noise, wear and the results of various road conditions. Even more exacting tests are now in progress on fleets of lorries and New York taxicabs, whilst high speed trials are being conducted in the Nevada Desert. Copies of this film are available free from Courtaulds, Ltd., Coventry.

**Cataloguing Catalogues**

**T**O designers and certain other classes of personnel, rapid reference to catalogues of various sorts is of great importance. In some classes of work these are in great supply, and it is surprising how much time can be wasted in discovering just what is wanted in those pertaining to the particular products concerned.

In the case of one important concern an average saving of over 22 minutes per inquiry was made by installing a properly arranged central filing system with adequate references.

In another instance the catalogue file of an engineering department has been expanded into six sections. It includes 12,000 items, and the references have increased from 1,600 per month in 1954 to 5,000 in 1958.

**One Hears—**

That whilst independence may be wonderful, interdependence often has its value.

That the American national "truck driver of the year," Mr. Reuben C. Thomas, has a record of 600,000 accident-free miles.

That he hauls peanuts and peanut butter, and is based on Alabama.

That C.A.V. now have over 100,000 distributor fuel pumps in service, and teething troubles have been largely eliminated.

Of those who say that Labour's re-nationalization programme might best be described as "Plan for Retrogress."

That those manufacturers who wish to bed-in plants in the Canadian market should pay close attention to the advice of Sir William Rootes.

That "Bantam Hauls Mobile Research Clinic" might have appeared to the uninitiated as a variation of Terry Scott's famous "cock-and bull story."

From Zenith Carburetters the interesting calculation that a gallon of petrol must be divided amongst over 250,000 firing strokes of a normal petrol engine.

Of a suggestion that any law against the transport of abnormal indivisible loads might, unless most carefully prepared, debar exceptionally fat people from travelling by public transport.

That it is difficult to do today's job with yesterday's tool and remain in business tomorrow.

That one point about modern wide roads is that more vehicles can collide simultaneously.

That the production of rayon from bamboo is claimed as a possibility by an Indian Government scientist.

That a double-deck bus engine idling at about 350 r.p.m. consumes fuel at the rate of approximately 0.2 gal. per hour.

That the Kharkov tractor plant has commenced the mass production of the first Soviet tractor with an air-cooled oil engine.

That in these times of rapid progress, the "Bright Young Things" (whether human or mechanical) of yesterday are the "period pieces" of tomorrow.



## Hesketh Decision Hits A-licence Operators

THE days when A licence operators could carry throughout Britain at will have gone since the Divisional Court's decision on the Hesketh appeal. This was stated last week by Mr. J. A. T. Hanlon, Northern Licensing Authority, who indicated that a more precise definition of normal user would be required in future. He rejected a submission by H. L. Walker, Ltd., Thornaby-on-Tees, that because they carried anything anywhere they could have "general goods Great Britain" for a user.

### Employers Offer 5s. to Municipal Busmen

THE offer of an extra 5s. a week for 80,000 municipal busmen has neither been accepted nor rejected by the two Unions concerned—the Transport and General Workers' Union and the National Union of General and Municipal Workers. The offer was made last week by the National Joint Council for the Omnibus Industry and is in line with the settlement for London Transport's country bus crews.

Union representatives said they would consult their executives, and it was expected that they would demand at least 7s. 4d., which is the increase agreed for drivers of other forms of municipal transport.

It was likely, however, that the two Unions would want to delay a decision until they knew what offer had been made to the 100,000 private company crews in the provinces.

### BIG DROP IN BUS ORDERS HITS GUY

A SHARP reduction in the demand for buses in the home market in the year ended July 31 was reported last week by Mr. A. L. Blower, chairman of Guy Motors, Ltd. He said that as the ratio of buses to other business was high, the effect on Guy's had been proportionately greater than in the case of some other commercial-vehicle manufacturers.

There was a gratifying increase in orders for goods vehicles, but it had not been possible immediately to fill the gap in production. Consequently, the company had to operate temporarily at an uneconomic level of output.

New buses had been designed and a new range of heavy lorries was now being produced.

### SEDDON MULTI-WHEELERS FOR SHOW

A RANGE of multi-wheelers is to be exhibited at the Commercial Motor Show by Seddon Diesel Vehicles, Ltd., Oldham. The first model has been exported to South Africa. Rated for 18 tons gross, it has a 14-ft. wheelbase and is powered by a Gardner 6LW engine driving through a five-speed constant-mesh gearbox and a worm-type rear axle.

This chassis is a six-wheeler twin-steer. Twin reservoirs are fitted for Westinghouse cam and air-operated brakes, those at the front measuring 16½ in. by 4 in. The tyres are 10.00-20 12-ply.

B2

The company were applying to vary their A licence by substituting a platform vehicle of 6 tons 2 cwt. unladen for one of 3 tons 4 cwt. Mr. J. Darley, secretary and manager, produced a long list of destinations served and loads carried since the last renewal, and pointed out that "general goods Great Britain" was granted in 1955.

He said that at a subsequent renewal, the Authority asked the Road Haulage Association for further particulars and information was supplied. He thought the original user still held. Unlike British Road Services, who could pass on work to other organizations in the British Transport Commission, private hauliers had to be ready to meet all demands, he said.

### No Objectors

Despite objections, British Road Services licences for "general goods Great Britain" had been renewed recently and there were no objectors to Walker's application. They did not specialize in truck services, but were prepared to carry all over the country.

Mr. Hanlon pointed out that, with the exception of three tippers in 1956, all recent variations and renewals of the licence had been for "building materials, iron and steel, chemicals, hide and hide products, foodstuffs, agricultural produce and requisites to the Midlands, South East, Lancashire, and all ports."

From the information given, he was prepared to add "machinery, cloth and paper," and "North East and South West." Mr. T. H. Campbell Wardlaw, for Walker's, agreed to this, and the application was granted.

### MORE SHOW VISITORS?

VISITORS to the Commercial Motor Show this year are expected to exceed 100,000—the figure for 1956—according to the Society of Motor Manufacturers and Traders. The Show, to be opened by Mr. Harold Watkinson, Minister of Transport, will last from September 26 to October 4, opening daily from 10 a.m. to 9 p.m. with the exception of Sunday, September 28.

### NO TENDERS FOR SERVICE

NO valid tenders to operate the famous shore bus service have been received by Southport Attractions Committee. Because the vehicles, which have been used for some years, have become obsolete, the corporation planned to withdraw them at the end of this summer, and invited quotations from other operators to provide the service.



This poster is expected to attract more than 100,000 people to the Commercial Motor Show.

### A-licence Vehicle is Struck Off

AN A-licence vehicle operated by James Gowan and Sons, Bridge Street, Carmarthen, was struck off last week by the South Wales Licensing Authority, Mr. C. R. Hodgson. He said his action should serve as a warning to other hauliers—similar action would be taken in any further cases.

Mr. S. J. Camfield, a senior traffic inspector, said that in May, 1957, a prohibition was put on the vehicle, which was being used by B. T. Jones and Sons, Lammas Street, Carmarthen. It had been pointed out to Gowan's that hiring the vehicle in this way was a breach of the regulations, but despite warnings they continued the practice.

Jones had now purchased the vehicle and had applied for it to be put on their C licence. The proprietor of this concern, Mr. G. Jones, had been obstructive during Ministry of Transport inquiries, and soon after the prohibition expired they again had the vehicle on hire.

In evidence, Mr. James Gowan said Jones hired the lorry for £10 a week, but later made a lump sum payment of £110 when this proved uneconomic. It was not until Mr. Camfield began his inquiries that it was realized that anything illegal was being done.

Announcing that the vehicle would be struck off, Mr. Hodgson said it had ceased to be operated within its declared normal user and had been disposed of by the licensee. Recently, for the first time in his five years as South Wales Authority, he had removed two vehicles from the licence of a Haverfordwest operator. At that time he gave other hauliers a warning, but Gowan's had ignored it.

The Act clearly laid down that an Authority could remove a vehicle if it were not used under the terms of its licence.

## Authority Urged to Curb Heavy Haulage Tractor Strength

ALTHOUGH Licensing Authorities had no jurisdiction over the weight of special A-licence trailers, they should keep control of heavy haulage by curbing tractor strength. This was submitted to the Northern Licensing Authority, Mr. J. A. T. Hanlon, when R. Wynn and Sons, Ltd., objected last week to an application by Sunter Bros., Ltd., Northallerton, who wanted to add an 18-ton tractor to their A licence.

Mr. Noel Wynn suggested that Sunter's had staged a series of applications which involved a complete change in their business. It was true that their normal user mentioned abnormal and indivisible loads, but before January they had been unable to carry anything heavier than 75 tons.

However, at an application in January Mr. Tom Sunter had refused to divulge their future plans, but within a month he took delivery of a new 75-ton low-loader and had now ordered and paid for a second, capable of loads up to 120 tons. Recently, Sunter's had moved heat exchangers for Head Wrightson, Ltd., using two of the heaviest solid-tyred bogies ever operated in this country.

### **Rotinoff Bought**

In evidence, Mr. Tom Sunter said that in January he was granted an extra A-licence tractor, weighing 12 tons 3 cwt. unladen. An ex-War Department vehicle had been envisaged, but it had since been decided that a new Rotinoff Atlantic, fitted with modern refinements, including power winches, would be more suitable. The Rotinoff was now in their possession and was on contract A-licence to Head Wrightson, so the January grant had not been taken up. If they were allowed to put it on A licence, which was the basis of their application, a spare 12-ton tractor would be surrendered.

The Rotinoff, he explained, was powered by the same type of engine as the Army vehicle they had previously had in mind. This was a 250 b.h.p. 6-cylindered Rolls-Royce. The tendency was for their customers' loads to get bigger, and they had to be prepared to cope with this work.

For British Railways, Mr. J. Croft submitted that Sunter's evidence was riddled with suspicion from the objectors' point of view. Already Sunter's had "deceived with fair words." In 1956

and again last January they had asserted that they were not seeking bigger loads, but now they wanted to go into the 150-ton class. The Rotinoff must have a far greater hauling capacity than any other tractor in Sunter's possession.

Mr. T. H. Campbell Wardlaw, for Sunter's, maintained that similar arguments had failed before. Abnormal loads had always been their normal user, and it would be stretching interpretation too far to say that heavier "heavy" loads meant a change in their business. Over the past 3½ years this work had been constant. Gross turnover had increased from £74,000 in 1955 to £112,000 in 1957, and for the first six months of this year it was £64,500.

Mr. Hanlon reserved his decision.

### **MORE PAY FOR VEHICLE BUILDERS?**

AN application for an increase in the pay of vehicle builders will be discussed in London between workers' and employers' representatives on August 20. Wages were previously raised in May last year under an award of the Industrial Disputes Tribunal after the employers had rejected the trade unions' claim.

The unions have rejected the employers' counter-proposals to a claim made in January last for higher overtime rates.

### **UNIONS SHOW THEIR TEETH**

THE Confederation of Shipbuilding and Engineering Unions will be asked by the Amalgamated Engineering Union and the Electrical Trades Union, at the Confederation's conference at Paignton which opens next Tuesday, to support "any action" to secure satisfaction of the pay claims recently made by engineering and shipbuilding workers.

The Transport and General Workers' Union will propose a policy of seeking redundancy agreements with employers.



*The Rotinoff tractor involved in the licence application by Sunter Bros.*

## London Busmen Not to Aid Economy

DELEGATES of London busmen decided unanimously last Friday not to co-operate with London Transport in reducing road services by 9 per cent. to meet a drop in passenger traffic of more than 10 per cent., coupled with increased costs.

This decision was taken despite London Transport's postponement of the mileage reductions from October until November 26 in the Central Area, October 15 on country services and January 7 on trolleybus routes.

London Transport said last Friday that 64 routes or parts of routes would be completely withdrawn. Three routes would be affected from Monday to Friday, six on weekdays, two daily, 13 on Saturdays only, and 40 on Sundays only. These reductions are additional to the withdrawals to take place on August 20.

A large part of the 9 per cent. decrease in mileage will be secured by reducing frequencies.

An attempt by some of the busmen's delegates to persuade their colleagues to refuse to undertake private-hire work or carry standing passengers, and refuse to leave a terminal early or turn buses, failed.

### **L.T.E. TO USE CASTOR OIL**

CASTOR oil is to be used as a rear axle lubricant by the London Transport Executive. As a preliminary test, 1,358 double-deckers, representing a fifth of the fleet, are to use castor oil, and it is expected that their fuel costs will be reduced by £20,000 a year.

Research during the past three years indicated that the use of castor oil improved fuel-consumption rates by 2-3 per cent. Castor oil's tendency to gum had been overcome by a new anti-oxidation inhibitor, an L.T.E. spokesman said on Tuesday, and its higher cost compared with mineral oil would be offset by fuel savings.

He added that tests were also being made with a synthetic oil, the long-term performance of which had still to be determined.

### **OBITUARY**

WE regret to announce the deaths of MR. ALBERT GENT and MR. THOMAS MEDFORTH.

Mr. Gent was deputy general manager of Reading Corporation Transport, a post he had held for 12 years. He joined the undertaking as assistant engineer in 1930 after appointments at Accrington and Rawtenstall. He was 58.

Mr. Medforth, who was 75, founded the Yorkshire haulage concern of T. Medforth and Son.

### **£1,800,000 NEW BUSES**

THE fleet of buses operated by Newcastle upon Tyne Corporation is to be renewed by 1970 at a cost of £1,800,000. The first part of the programme will be from 1960 to 1965, when £800,000 will be spent on motorbuses. Immediately afterwards the renewal of trolleybuses will start.

## New 11.4-litre Meadows Engine

**H**Ighlight of the exhibits to be shown by Henry Meadows, Ltd., Wolverhampton, at the Commercial Motor Show will be a turbocharged version of the 6DC 630 oil engine known as the 6DCS 630. Other exhibits will include a new unit, the 6DC 700, with a capacity of 11.4 litres, which is an adaptation of the 6DC 630. A 4DC 330 will be shown equipped with C.A.V. D.P.A. distributor-type injection pump. The 6DC 500 will be exhibited in vertical and horizontal forms.

All the naturally aspirated engines have been uprated by some 10 per cent. The new ratings are based on test outputs after a running period of 100 miles. The rating of the 4DC 330 has increased from 90 b.h.p. at 2,400 r.p.m. to 100 b.h.p. at 2,500 r.p.m., whilst that of the 6DC 500 is 150 b.h.p. at 2,500 in place of 135 b.h.p. at 2,400. The normally aspirated 6DC 630 has been increased from an output of 130 b.h.p. at 1,900 r.p.m. to 145 b.h.p. at 2,000 r.p.m.

In turbocharged form, this 10.3-litre unit develops 185 b.h.p. at 2,000 r.p.m. and a torque of 540 lb./ft. at 1,400 r.p.m. On the new rating basis the torque of the naturally aspirated engine is 430 lb./ft. at 1,200 r.p.m.

Turbocharger equipment comprises a Holset Schwitzer unit with a turbine wheel diameter of 4 in., which gives a compression ratio of approximately 1.8 to 1 at maximum speed. It may be fitted at the side of the engine or above it according to the space available. A two-entry turbine is a feature of the blower, and a divided exhaust manifold is employed. The only modification made to the power unit is a reduction

in the compression ratio from 16 to 1, to 15 to 1.

Original features of the 6DC 700 unit comprise a modified crankshaft, giving a longer stroke, and pistons with reduced crown height. The bore and stroke of the engine are 130 mm. and 143 mm. respectively, and the unit has an automotive rating of 165 b.h.p. at 2,500 r.p.m. The crankcase, cylinder block and cylinder head are identical to the 6DC 630.

Equipping the 4DC 330 with a C.A.V. distributor-type pump has given advantages with regard to bulk, weight and price, and the pump affords a slightly better fuel consumption and a cleaner exhaust at higher b.m.e.p.s.

### SUPERCHARGING AT WILL

**T**HE newest version of the Italian O.M. Tiger goods vehicle has a 105-b.h.p. four-cylindered oil engine fitted with a supercharger to boost its output to 135 b.h.p. The blower can be engaged by means of a hand control on the steering column when conditions demand extra power, whilst for economical cruising the blower is disengaged.

The Tiger is rated for a 6½-ton payload solo, or 12 tons with trailer, and has an 8-speed synchromesh gearbox and air brakes.

### A34 TO BE IMPROVED

**A**S part of the general improvement of the Stafford-Stoke section of the A34 road, work is expected to start shortly on a scheme to build dual carriageways nearly two miles long at a cost of more than £200,000. The section runs from the Filleybrooks river bridge to the Brooms, just south of Stoke.

## Men in the News

**MR. W. WHITTAKER**, technical manager of Claude Rye Bearings, Ltd., has joined the board.

**MR. C. S. LANE** has been appointed chief designer for E. Boydell and Co., Ltd., manufacturers of Muir-Hill equipment.

**THE HON. ALEXANDER HOOD** has joined the board of Petrofina (Great Britain), Ltd. He is a director of J. Henry Schroder and Co., Ltd., the merchant bankers. Petrofina's south east region manager, **MR. G. W. M. WIGGINS**, has been appointed motor fuel department manager at head office, changing places with **MR. N. R. GRIFFITHS**.

**MR. R. WADE**, assistant traffic manager of Cumberland Motor Services, Ltd., last week took up a similar appointment with the Eastern National Omnibus Co., Ltd. He is succeeded by **MR. O. C. MERCER**, formerly assistant traffic manager of the Thames Valley Traction Co., Ltd. **MR. B. T. HANCOCK**, previously assistant engineer of C.M.S., now holds a similar appointment with Thames Valley, and has been succeeded at C.M.S. by **MR. H. B. Sessford**, who was formerly with the United Counties Omnibus Co., Ltd.

**MR. M. M. V. CUSTANCE** has been appointed a deputy secretary to the Minister of Transport. He replaces **MR. A. H. WILSON**, who is taking up a new appointment with the Ministry.

**ALD. G. W. HUTSON** has been appointed a member of the East Midlands Transport Users' Consultative Committee. **MR. E. W. CRAIG** has become a member of the Scottish committee, and **MAJ.-GEN. G. W. HODGEN** has become a member of the West Midland committee.

**MR. W. T. N. WALFORD**, buying manager in Birmingham for the Dunlop Rubber Co., Ltd., has been elected chairman of the Birmingham branch of the Purchasing Officers' Association. He succeeds **MR. A. B. SMITH**, chief buyer and executive officer of the Rover Co., Ltd.

**DR. C. D. J. STATHAM** has become general sales manager of Oldham and Son, Ltd. He was previously in charge of mining division sales. **MR. T. J. MARTIN**, previously controller of the S.L.I. sales division, becomes purchasing manager, and **MR. H. C. EDMONDS**, formerly export sales manager, takes over as home and export sales manager in the S.L.I. division.

## Loss on Trams Offset Bus Profits

**A**LTHOUGH Glasgow Corporation motorbuses made a profit of £259,346 in the year ended May 31 and the trolleybuses £40,785, the remaining trams incurred a £577,003 deficit and the transport department as a whole lost £261,406, compared with a profit of £209,793 in the previous year.

This is revealed in the accounts submitted to the transport committee on Monday. The loss would have been £150,000 less if there had been no provision to repay a loan from the corporation made several years ago.

**MR. E. R. L. FITZPAYNE**, general manager of the undertaking, stated that reasons for a £291,000 drop in revenue were the effects of television and the greater use of private vehicles.

A sum of £42,000 was spent last year on the removal of tram tracks, and expenditure under this heading was expected to rise as tram conversion was speeded up. The cost, however, would be regarded as capital expenditure and repaid over 10 years.

Working expenses rose by £310,000 last year, and Mr. Fitzpayne commented that the abolition of fuel tax would save £400,000.

**CLLR. J. BENNETT**, committee convener, declined to comment on the possibility of an increase in fares.

## MOST LONDON PARKERS COME FROM N.W.

**M**OST of the motorists who drive into London every day and park their cars on the streets in the West End and the City come from places within 10 miles of the centre. There is also evidence that the majority of parkers originates in the north-west of London and within 7½ miles of the centre.

This information is given in the final report of the special committee under the chairmanship of Mr. Alex Samuels which was set up by the Minister of Transport in 1956 to survey parking in the inner area of London.

The committee publish a list of suitable streets to serve the north-west quadrant, where, if necessary, long-term parking might be permitted free of charge, and a shorter list of streets on the south of the river.

They reiterate their views that the use of the highway for long-term parking should be only a temporary measure until suitable facilities can be provided off the streets. The report was published on Wednesday by the Stationery Office at 3s. 6d.

### "NO WAITING" EXTENDED

**WAITING** has been banned between 8 a.m. and 7 p.m. (except on Sunday) in additional streets in Slough. Twenty-three streets are affected. Loading and unloading for periods of up to 20 minutes are allowed, except between 8.30 a.m. and 9.30 a.m. and 4.30 p.m. and 6.30 p.m. in parts of High Street, William Street and Windsor Road. The new regulations came into force on Tuesday.

## Hauliers May Lose Special A Licences

HAULIERS operating under special A licences are risking almost certain revocation if their vehicles are heavier than the weight specified on the licences. This is clear from recent decisions in the traffic courts, where applications for transfers to public A licence have resulted in the special A licence being revoked.

Experts consider that the only hope these hauliers have is to inform the Licensing Authority immediately of the discrepancies, rather than wait until they are brought to light at substitution inquiries.

One of the leading solicitors in the licensing field told *The Commercial Motor* that the misuse of application forms had brought about the present situation. Often they were signed in blank to allow the substitution of different vehicles. He believed that many operators, particularly in the north, would have to put their affairs in order if they were to avoid losing their licences.

In the past few weeks, Mr. J. A. T. Hanlon, Northern Licensing Authority, has revoked three special A licences because of weight discrepancies. At Carlisle on July 22, Mr. W. Stubbs and Mr. L. Stoddart each lost licences, and a week later Harker Bros., Appleby, had their licence revoked at Keswick.

This attitude by the Authority shows that hauliers should take heed of the warning given in *The Commercial Motor* last week about the danger of dealing in special A licences. Any haulier who has bought special A vehicles through dealers should check the specifications on the licence with those of the vehicle.

### OLD-FASHIONED IDEAS STAY

A SPECIAL sitting of the Northern Traffic Commissioners to hear plans for varying bus services covering the Borrowdale Valley, in the Lake District, was cancelled last week because the applications were withdrawn. The two winter operators, Mr. T. Weightman and Mr. R. W. Simpson, had found strong opposition to their proposals from local authorities.

They first applied last February, when Mr. J. A. T. Hanlon, chairman of the Commissioners, commented on the old-fashioned principles governing services along the eight-mile valley. It was decided to hold a special sitting to consider the matter.

### DARTFORD TUNNEL PROGRESS

HALF the under-river part of the Dartford-Purfleet tunnel had been driven and the remaining works were proceeding satisfactorily, Mr. G. R. H. Nugent, Parliamentary Secretary to the Ministry of Transport, said last week. There was no reason to suppose that the tunnel would not open in 1962.

Lord Mancroft said in the House of Lords that further discussions on the use of the old Kingsway tram tunnel as a road would take place between London County Council and the Minister of Transport when the council had considered detailed estimates of cost.

## New Road-Air Goods Service Begins

A NEW road-air freight service between London and Lille was inaugurated last week by Silver City Airways. As most loads are expected to originate in France, there are three journeys into London each week, compared with two outward flights. Departures from Silver City's freight depot at Chelsea Bridge are made on Mondays and Thursdays, with arrivals in France on Fridays and Mondays.

Minimum charge for consignments is £5, and rates range from 8d. per kilo for the first 250 kilos, to £18 per 1,000 kilos for loads over 5,000 kilos.

### OIL COMPANY RETAIN SUPPORT OF P.V.O.A.

AN independent oil company, which stepped into the breach when London coach operators' supplies were threatened during the bus strike, is continuing to get support from the Passenger Vehicle Operators' Association. The Association say that the company's co-operation was appreciated, and their members feel secure in knowing that future supplies will not be jeopardized through industrial dispute.

"Deliveries were made within 24-48 hours and the fuel cost no more than hitherto," says the P.V.O.A. Bulletin. "The spirit supplied is of the highest quality."

The Association are offering to help members outside London and the Home Counties to make similar arrangements for fuel supply.

### MICROGRAMS . . .

**Safety Congress:** The national safety congress will be held from October 7-9 at the Spa Royal Hall, Bridlington.

**Nationalization Plan:** The Government of Mysore, India, are preparing to nationalize all passenger transport at a cost of £6,000,000.

**Due for Replacement:** Sixty of Warrington Transport Department's 91 buses are now between nine and 12 years old and are due for replacement.

**Firestone Move:** More spacious premises have been built in Aberdeen for the Firestone Tyre and Rubber Co., Ltd. Their new address there is 41 Nelson Street.

**Stainless Steel Cheaper:** Prices of ferritic stainless-steel strips under 15 in. wide were reduced last week by between £15 and £35 a ton, depending on thickness and width.

**New Ferodo Depot:** A new sales branch was opened on Tuesday by Ferodo, Ltd., at 57 Upper Chorlton Road, Manchester, 16. It replaces the old Fennel Street depot and will accommodate larger stocks.

**Ford Sell to Chrysler:** The Ford Motor Co., Ltd., have sold their minority interest in the French vehicle-manufacturing concern Simca Societe Industrielle de Mechanique et Carrosserie to the Chrysler Corporation.

**New Michelin Plant:** A new factory, costing nearly £4m., is to be built in Burnley for the Michelin Tyre Co., Ltd. It will be completed in 1960, and will probably be devoted mainly to production of Michelin X tyres.

**Car Hire Link:** As part of a plan to obtain a nation-wide link-up of car-hire centres, Daimler Hire, Ltd., have made contracts with Prouts (Liverpool), Ltd., and Hire Drive (Plymouth), Ltd. Agreements in other major provincial cities are envisaged.

## B.R.F. Attack Ban on Abnormal Loads

"A N astonishment decision" is how the British Road Federation have described the Minister of Transport's announcement that vehicles carrying abnormal loads may not use the Preston by-pass motorway. This route will be open later in the year.

"The Minister may have in mind allowing very heavy vehicles on motorways which have dual carriageways with three lanes, as distinct from Preston by-pass and, for example, the Ross Spur, which have dual two-lane carriageways. Such action would be unwarrantable in view of his existing powers to control the heaviest loads and because it is common sense that medium-heavy loads of more normal dimensions should use motorways without restriction," says the Federation in the current issue of their *Bulletin*.

"Not merely is there no justification for this ban, even experimentally—it is illogical and incongruous," it is added.

### "T.T. CATTLE SO LONGER HAULS REQUIRED"

BECAUSE Wiltshire had now turned completely to attested cattle, livestock haulage for longer distances was required, Mr. S. W. Nelson, Western Licensing Authority, was told at Bristol last week. Mr. Lionel Pike, a director of L. Pike, Ltd., Wootton Bassett (Wiltz), said there was a large movement of non-attested stock into other counties. He asked for the radius of his B-licence vehicle to be increased to 200 miles.

Supporting evidence was given by Mr. H. Latham, of Dodds, Blackburn, Ltd., Cheshire livestock dealers. He said he attended Gloucester markets and had found that railway facilities were not always convenient or suitable.

For the British Transport Commission, Mr. L. Timmins said that as Pike's activities had now been fully defined he would not press the objection. The application was granted.

### LICENCES FOR EIRE

HOLDERS of commercial-vehicle triptyques must now obtain road transport licences from the Department of Industry and Commerce, Kildare Street, Dublin, before taking commercial vehicles into Eire either for business or pleasure. This new requirement follows a change in the law.

Applications for licences to the Department should give full details of vehicles and the purposes for which they will be used. Licences, if granted, will be free.

### FEWER FIRE STATIONS

FIRE brigades will be among the first to feel the effects of new roads and road improvements, according to Ald. H. Lumby, chairman of Lancashire Fire Brigades Committee. He said last week that, because travelling time would be cut, it would be possible in the future to let one new fire station do the work of two or three old ones.

## German Makers' World Position Better

GERMAN manufacturers of commercial vehicles last year improved their relative position in world markets because output in the United States, the United Kingdom and Italy was below that of 1956, says the annual report of Daimler-Benz A.G., published last week. The company increased their output of commercial vehicles by 10.9 per cent. and of Unimog tractors by 18.8 per cent.

At December 31 last, commercial-vehicle export orders in hand were more than 30 per cent. greater than at the corresponding date a year earlier.

Last year, 6,438 goods vehicles were produced at the Stuttgart-Untertürkheim and Sindelfingen factories, 25,452 goods vehicles and buses at Mannheim, and 11,062 goods vehicles, buses and special tractors at Gaggenau. Because of difficulties created by new German transport legislation, the output of heavy commercial vehicles at Gaggenau dropped by 18.4 per cent.

Daimler-Benz exported 57 per cent. of the commercial vehicles from 1½ tons upwards shipped from Germany, and about 70 per cent. of vehicles of 3 tons and over.

The report emphasizes "a growing need for the German export industry to be granted cheap long-term credits in

*This Euclid five-axled dumper has a laden weight of 199½ tons and a capacity of 80 cu. yd. It has two Cummins 375-b.h.p. engines.*

order to finance large foreign orders" for commercial vehicles.

In the first four months of the current year, production of commercial vehicles by Daimler-Benz A.G. was 31 per cent. higher than in 1957.

### HEAVIEST HEAVY?

WITH a laden weight of 199½ tons and a capacity of 80 cu. yd., a converted Euclid LLD, operated by the Western Contracting Corporation, Sioux City, Iowa, is claimed to be the biggest truck in the world.

It was designed by Charles W. Jones Engineering Co., Los Angeles, to the requirements of the contractors. The engines, cab and frame from a Euclid LLD were modified to become the tractor portion of the 200-tonner. The two Cummins oil engines were equipped with turbo-superchargers to give 375 b.h.p. each.

Known as the Eucnik, the vehicle carries a 46-ft.-long dump truck and is 15½ ft. wide. The 18 wheels carry 18 by 33.00 tyres, and the maximum road speed is stated to be 35 m.p.h.

The truck has been in use at the site of the Oahe Dam on the Missouri River in South Dakota.

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## Mr. Nelson Hears of Happy Hauliers

WHEN Western Transport, Ltd., Bristol, applied for two A-licence articulated outfits last week, Mr. S. W. Nelson, Western Licensing Authority, asked why no private hauliers had objected. In reply, Mr. F. E. Russett, a Western Transport director, said the reason was the "very happy working relationship" between free enterprise operators in the area.

For the applicants, Mr. T. D. Corpe said an agreement had been reached by the local road-rail negotiating committee and the British Transport Commission had withdrawn their objection. The normal user would be defined as "mainly timber and machinery, with return loads of general goods, 200 miles."

Mr. Russett said they operated 83 vehicles, 15 of them at the Berkeley base where additions were sought. Their main Berkeley customers were R. A. Lister and Co.,



manufacturers of marine engines, with whom they had a close working arrangement. Lister's had little warehousing space, so Western Transport stored the engines and castings.

Articulated vehicles were advantageous because trailers could be loaded without the tractors to give a regular flow of deliveries and to avoid bottlenecks arising. The vehicles would also help in the haulage of timber from Sharpness Docks.

Mr. Nelson granted the application, and congratulated the company on the way their case had been presented.

### ASSENT FOR BUS BILLS

A BILL to enable local authorities to help bus undertakings to provide bus shelters and queue barriers on remote routes in Scotland has received the Royal Assent. It is the Local Government (Omnibus Shelters and Queue Barriers) (Scotland) Bill.

Another measure which received the Royal Assent last week was the South Lancashire Transport Bill, promoted to permit South Lancashire Transport Co. to wind up their trolleybus services, mainly in the Bolton area. Motorbuses will take over.

## Vehicles Differ from Authority's Records

SOME vehicles described in an application by W. Metcalfe and Sons (Transport), Ltd., Darlington, did not agree with those in the Northern Licensing Authority's records, it was stated at Stockton, last week. The Authority, Mr. J. A. T. Hanlon, adjourned the case for inquiries to be made.

Mr. J. Alison, a director, said he and Mr. G. Taylor acquired the company's share capital on April 1 and wanted to standardize the seven-vehicle fleet with A.E.C. units. The present fleet weight was 20 tons 5 cwt. unladen, and the seven new vehicles would each weigh 3 tons 17 cwt. There would be no increase in carrying capacity.

Replies to Mr. Hanlon, he said six of the vehicles were "flats" and one was a long-wheelbase tipper. He did not know that one of the "flats" was shown as a tipper in the 1957 renewal or that a second was

shown as a furniture van. With regard to normal user, this had been supplied to them by the original shareholder, and they were willing to amend the one on the application form.

Mr. Hanlon pointed out that the existing user covered the Northern Counties and occasional journeys to Scotland, the Midlands and Southern England. However, in the application the words "occasional journeys" were omitted in favour of "to customers" requirements."

According to the records, tippers and a furniture van were in the fleet, so any grant might mean additional long-distance platform vehicles and a complete change of work. In addition to checking the vehicle position, he would want to know the actual work which had been done.

Before the hearing, eight private objectors withdrew and two other objectors failed to appear.

### BIRMINGHAM ROAD PLAN

PLANS for an underpass to relieve traffic congestion at Six Ways, Aston, Birmingham, are being prepared by Birmingham Public Works Committee at the Ministry of Transport's request. The project will cost about £1m. and will probably be started in about three years.



*A. E. Fair, Ltd., Westbury, Wilts, used their new Foden FG8/80 tractor and Crane 45/60 eight-wheeled trailer when they carried a Ruston-Bucyrus 45-ton excavator to Hollins Green, near Warrington. The appliance is now working in a ballast pit from which sand is supplied for the Stretford-Eccles motorway by-pass project.*

## Westmorland Still Lacking Tippers

THE difficulty experienced by Westmorland County Council in securing haulage for road materials was mentioned again at Kendal, last week, when Mr. John T. Bryers, Tilberthwaite, Coniston, sought a new B licence. Mr. Bryers, who was unsuccessful in a similar application last May, asked for coal and coke within 12 miles of Ambleside, and goods within 35 miles for Westmorland County Council and others.

There were objections by six operators, but Mr. J. A. T. Hanlon, Northern Licensing Authority, granted the licence for Mr. Bryers' own goods and those of the council.

Mr. Bryers said most of his traffic was walling stone, but he had been offered work in the north of the county by the council. Some of the operators objecting to his application had refused to go to the north because they thought it was uneconomic, but he was prepared to travel that far.

For the council, Mr. J. A. Herbert, chief clerk for roads and bridges, said the shortage of hauliers in remote areas was marked. Two operators who had objected to Mr. Bryers' previous application had since refused to do similar work. Mr. Bryers had a three-way tipping vehicle which was suited to narrow lanes. He could be offered work for a considerable time as there were several road-widening schemes in project.

Answering Mr. F. J. McHugh, for the British Transport Commission, Mr. Herbert said the council did not pay for the running time to the job, but there was nothing to stop contractors leaving their vehicles on the site and travelling there by other means. Many did this.

Granting the licence, Mr. Hanlon warned Mr. Bryers that he could not carry for anyone except the council without permission.

### TRAMWAY CLOSING

A TRAMWAY linking Grimsby with Immingham will probably close down by December 31, giving place to a joint service by the Lincolnshire Road Car Co., Ltd., and the Grimsby and Cleethorpes Joint Transport Undertaking. The tramway, operated by British Railways, has been in existence for nearly 50 years and carries 2,000 passengers—mainly workers—every day.

## Improve Food Delivery, Says Liverpool M.O.H.

ALTHOUGH the type and construction of vehicles used for carrying bread and confectionery in retail and wholesale trades had improved during recent years, there were some aspects of delivery which could be improved, Prof. A. B. Semple, Liverpool Medical Officer of Health, has stated.

Loading doors should not be left open unduly long, particularly during bad weather when unwrapped bread and cakes were being carried. Some vanmen habitually left trays against the sides of vehicles, which caused them to become dirty.

He recommends that only wrapped goods be sold from vans, and that until all bread was sold wrapped that loaves should be taken between vans and shops only in covered containers.

Prof. Semple noted the high cost of equipping vehicles for food delivery, and the rapid deterioration of bodywork because of hard use. It was difficult to supervise the operation of vans after they had left their depots.

### MUNICIPAL OPPORTUNITIES

**Donegal** County Council are to buy a number of oil-engined tippers.

**Dumbarton** County Council are to buy a petrol-engined Land-Rover.

**Salford** City Council are purchasing a B.M.C. 5-ton short-wheelbase oil-engined tipper.

**Bexhill-on-Sea** Corporation have received consent to borrow £2,338 for the purchase of a refuse collector.

**West Lancs** Rural District Council are ordering a Karrer Loadmaster refuse collector and a Thames 2-ton van.

**Ilford** Corporation are recommended to buy five refuse collectors from Ray Powell, Ltd., Ilford, for £9,456.

**Wallasey** General Health Committee require a Thames 15-cwt. van and two sitting-case ambulances.

**Bournemouth** Fire Brigade Committee recommend the purchase of a Merryweather Marquis oil-engined pump escape estimated to cost £5,450.

**Wakefield** Corporation are buying a Bedford-Lacre sweeper at £2,310 and a Bedford emergency fire tender at £2,727 from Charles Wensley and Son, Ltd.

**Southampton** Corporation are advised to accept the tender of Furrows, Ltd., Shrewsbury, for the supply of a Thames 5-cwt. van costing £332 and three Thames 3-ton tippers at £2,843.

**St. Albans** City Council are recommended to buy a Karrer gully-emptier with Yorkshire equipment from Grimaldi Bros., Ltd., St. Albans, for £2,251, and a Bedford-Lacre oil-engined sweeper at £2,296.

**Bradford** Health Committee are buying three ambulances and a Vauxhall Victor sitting-case car from Alfresco Garage, Ltd. The transport committee are purchasing a Commer 30-cwt. van from the Thornton Engineering Co., Ltd.

## Bus Overturned: No Front Brakes

THE front wheel brakes of a double-deck bus operated by Hebble Motor Services, Ltd., were not functioning when the vehicle overturned, Halifax Magistrates were told last week. The company denied using the bus with inefficient brakes, but were fined £20 and ordered to pay £17 6s. costs. The driver was fined £10.

Mr. M. Scott, prosecuting, said 43 people were injured in the accident. Hebble's night mechanic had admitted that he did not realize the front brakes of the vehicle had clockwise mechanism, whereas those at the back were anti-clockwise.

Mr. Mason, defending, said no manual was received with the bus on delivery or this would have been noticed. The company were given no guidance about adjusting the brakes.

### COACH PLAN SHELVED

PLANS for building a new coach reception station at Scarborough have been shelved for four months. After a stormy meeting of the town council, during which several members walked out in protest, it was decided to consider the matter again in November. Earlier, the Mayor's casting vote had saved the £15,000 scheme from being rejected outright.

Cllr. J. W. Hardcastle, chairman of the Watch Committee, said the present coach park was too far from the sea so it was vital that trippers should be set down elsewhere. Cllr. N. Fuller replied that the scheme was impracticable and dangerous.

### 8s. 8d. RATE CONTINUES

THE central vehicle maintenance unit of Lancashire County Council is operating profitably, and it has been decided to retain the 8s. 8d. hourly rate charged for service. In the year ended March 31, the unit had £4,537 excess of income over expenditure.

### HALIFAX BUS IDEA APPROVED

THE Yorkshire Traffic Commissioners have agreed to proposals by Halifax Corporation and Halifax Joint Omnibus Committee for three new through services. Six buses will be cut out, and about 50,000 more miles will be run yearly without extra cost.

## B.E.T. Companies Warn of Cuts to Come: More One-man Buses

STERN warnings about further cuts in rural bus services were given last week by the chairmen of two companies controlled by the British Electric Traction Co., Ltd. Mr. John Spencer Wills, of the Western Welsh Omnibus Co., Ltd., and Mr. T. Robert Williams, of the Aldershot and District Traction Co., Ltd., both complained of the Government's attitude over the fuel tax and forecast that more of their services would have to be pruned.

Mr. Wills said receipts in the year ended March 31 dropped by £26,000 despite two fare increases and the fact that routes taken over from Green's Motors, Ltd., earned £76,000 more than the previous year. Expenses rose by £56,000, although fuel costs dropped by £30,000.

The drop in passengers was 8m. and, although mileage went down by 467,000 miles, the net profit declined from £169,000 to £90,000. At present, 58 per cent. of their routes were unremunerative, which amounted to 41 per cent. of mileage.

### Drastic Cuts

"We propose shortly to introduce one-man buses on a number of suitable services as some slight easement of the difficulties regarding rural services," said Mr. Wills. "Drastic curtailment of many services and the actual abandonment of others is, however, inevitable. . . . There is the prospect in the near future of many parts of the country being left without any public transport services at all."

The Budget had added to their burdens instead of lightening them for the profits tax went up from 3 per cent. to 10 per cent.

"I am coming to feel that the Government's professed concern over rural services can only be regarded as hypocritical," he added.

During the year, Western Welsh bought 18 new coaches, and they placed orders for 32 double-deck buses, 24 single-deckers, 12 semi-coaches and six coaches.

## New Transport Companies

**G. E. Woodward and Co. (Haulage), Ltd.**, Cap. £500. Dirs.: George E. Woodward and Mrs. Dorothy Woodward, 8 Sutton Lane, Hounslow. Sec.: Eva L. Gaskin. Reg. office: 6 Gate Street, London, W.C.2.

**Pugh's Express Motor Services, Ltd.**, Cap. £1,000. Dirs.: Walter W. Pugh, Mrs. Hilda M. Pugh and Dr. William V. N. Pugh, 3 Carlisle Street, Birkenhead. Sec.: Walter W. Pugh. Reg. office: 5 Carlisle Street, Birkenhead.

**Thames Transport (Bermondsey), Ltd.**, Cap. £100. Dirs.: Miss Winifred Hunsont, 130 Lower Road, London, S.E.16, and Thomas A. Corbett, 25 Longbridge Road, London, S.W.5. Sec.: Winifred Hunsont. Reg. office: 130 Lower Road, London, S.E.16.

**Clarence Transport Co. (Liverpool), Ltd.**, Cap. £100. Subs.: R. B. Sterry, 24 Martin Lane, London, E.C.4, and Y. Allen, 40 Woodcote Avenue, Wallington, Surrey.

**J. Comer (Hauliers), Ltd.**, Cap. £2,000. Dirs.: James I. Comer, 18 Marylands Avenue, Breaston, near Derby; Francis E. Lindley, Springfield House, Longmoor Lane, Sandiacre, and Henry A. Morley, 11 Bramcote Drive, Wollaton, Nottingham. Sec.:

Mr. Williams said in his report that Aldershot and District had suffered an 11.6 per cent. drop in passengers, so it was clear that any further costs could not be met by increased fares. However,

### PROFIT AND LOSS

**Warrington Passenger Transport Department**, £16,500 loss.

**South Shields Transport Department**, £4,208 net surplus; £27,755 trading profit.

**Romaé Industries, Ltd.**, £40,058 profit before £24,631 tax. Year's dividend 12½ per cent.

**Teeside Railless Traction Board**, £16,614 working surplus. Revenue £165,209. Passengers 12m.

**Sheepbridge Engineering, Ltd.**, £435,167 group net profit after £605,285 tax. Year's dividends 16 per cent.

**Kirkstall Forge Engineering, Ltd.**, £103,261 net profit after £153,128 tax. Year's dividends 12½ per cent.

**Atkinson Lorries (Holdings), Ltd.**, £44,420 group net profit after £63,521 tax. Year's dividend 20 per cent.

**United Transport Co., Ltd.**, £435,241 net profit after £971,603 depreciation and £431,342 tax. Year's dividends 12½ per cent. on larger capital.

**Derby Omnibus Department**, £21,786 profit (trolleybuses £29,181 surplus and motorbuses £7,395 loss), an increase of £9,444 on the previous year's figure. Receipts £744,983 (6.5 per cent. increase); working expenses £660,982 (5.8 per cent. increase). Mileage: trolleybuses, 2.34 m.; motorbuses, 2.52 m. (total decline of 1.8 per cent.). Passengers: trolleybuses, 27.52 m.; motorbuses, 25.88 m.

54 per cent. of stage routes were now being run at a loss, which amounted to 43 per cent. of their total mileage. It was a burden which could no longer be shouldered and further cuts would have to be made.

The company's policy of buying modern underfloor-engined vehicles had continued, and during the year they took delivery of another 23, all of which were suitable for one-man operation. It was hoped that the increased seating capacity would enable them to reduce the mileage of duplicate vehicles.

### TO USE 12-SEATERS?

SOME companies were, he understood, considering the use of 12-seat buses. Mr. Harold Watkinson, Minister of Transport, said last week. He was answering questions in the House of Commons about rural bus services. He added that the Ministry was trying to make progress in the improvement of country services.

**J. I. Comer**, Reg. office: 7 Central Chambers, High Street, Long Eaton, Derbyshire.

**E. Inskip, Ltd.**, Cap. £10,000. Dirs.: Ernest Inskip, Shangri-La, Moor End, Bromham, Beds, and William J. Bushby, 39 High Street, Kempston, Beds. Sec.: William J. Bushby. Reg. office: 30 High Street, Kempston.

**T. H. Brown, Ltd.**, Cap. £10,000. Dirs.: Thomas H. Brown and Laura Brown, 7 Bargate Avenue, Grimsby.

**Leisureland, Ltd.**, Cap. £100. Dirs.: James R. Phillips, 5 Essex Court, London, E.C.4, and Joyce Smith, 11 Kings Road, London, E.4. Sec.: J. R. Phillips. Reg. office: 451-453 Brixton Road, London, S.W.9.

**E. W. Pearce Transport, Ltd.**, Cap. £500. Dirs.: Edward W. Pearce and Mrs. Winifred A. Pearce, 2a Beckton Road, London, E.16. Sec.: Winifred A. Pearce. Reg. office: 2a Beckton Road, London, E.16.

**Langley Plant and Haulage, Ltd.**, Cap. £2,000. Dirs.: Harold F. Johnson and Mrs. Olive G. M. Johnson, Glencoe, Springfield House, Farnham Royal, Bucks. Sec.: Olive G. M. Johnson. Reg. office: 276 High Street, Langley, Bucks.

## Trader Cannot Charge Less than Dunlop Prices

THE trader who flew a pirate flag over his premises as a symbol of his opposition to price restrictions by motor accessory manufacturers lost a battle with the Dunlop Rubber Co., Ltd., last week. Mr. Justice Lloyd-Jacob, in the Chancery Division, granted Dunlop's an injunction restraining Mr. John Charles Clark, Huntly Road, Bournemouth, from selling their tyres at cut prices.

In a reserved judgment, the judge found that when Mr. Clark's Longlife Battery Depot, Bournemouth, sold a £6 6s. Dunlop tyre for £5 11s., Dunlop's letters patent were infringed. Mr. Clark would be restrained from selling or supplying their tyres on any terms other than those announced in Dunlop's price lists.

He also directed an inquiry as to any damages recoverable by the tyre company against Mr. Clark.

Dunlop's had put in an alternative claim to enforce their price conditions against Mr. Clark under section 25 of the 1956 Restrictive Trade Practices Act. However, the judge ruled that a tyre which was sold by Longlife to a Dunlop representative had been supplied to the trader before Section 25 of the Act came into force.

He said Mr. Clark had six retail shops where he had sold accessories since 1955, and he advertised new tyres at 12½ per cent. below list prices. Dunlop's complained to him and sent him a copy of their price conditions.

Later a representative bought a cut-price tyre, and it was Mr. Clark's claim that, because one of Dunlop's representatives agreed to a sale below list price, the conditions of sale had been waived. Such a contention was misconceived.

The judge ordered that Mr. Clark should pay half the costs.

### SUBSTITUTION REFUSED

AN application by C. W. Sayers' Transport Services, Kirkby Stephen, Westmorland, to substitute an A-licence vehicle for one on special-A, was refused last week by Mr. J. A. T. Hanlon, Northern Licensing Authority.

For the applicants, Mr. J. S. Cairns, manager, said they carried paper from the Kendal area to Birmingham, Bristol, Dundee, London and other principal centres.

Mr. Hanlon said the vehicle Sayers had in mind was substantially different from the one being operated, and also had a bigger carrying capacity. There was not enough evidence for a substitution.

### DANISH GRINDER BOUGHT

BELIEVED to be the first machine of its type in the country, a Danish Schou 330 grinder has been installed in the industrial engine division of F. Mitchell (Nottingham), Ltd. This machine, handled by Paddon Precision Tools, Ltd., can take cylinder blocks up to 30 in. high.

Mitchell's have also taken delivery of a Prince 8080 crankshaft grinder, which will take shafts up to 80 in. long.

## Rubery Owen Produce New Bogie

A NEW tandem-axle suspension unit to be shown in working model form by the Rubery Owen Co., Ltd., at the Commercial Motor Show, has a rated carrying capacity of 36,000 lb. on 9.00 by 20 in. 12-ply tyres at a net weight of 490 lb. for the complete bogie as fitted to a semi-trailer.

Designed also for use with driven axles, the R36-2A-1 unit is intended for under-frame installation by welding, and uses four leaf springs compensated by rubber-bushed central rocking arms. Location of the axles is effected by radius rods which are also rubber-bushed to eliminate lubrication. The springs have flat ends which move in rubber slippers at the mounting brackets.

Reserved at the moment for export markets, the tandem axle assembly and a single axle unit—with similar features but half the load-carrying capacity—will soon be offered in this country.

### RAILWAY STATION TO BE CLOSED DOWN

MORECAMBE'S Euston Road Railway Station is to close from September 15 until next June, it was announced last week. The closure will take place in the middle of the resort's illuminations period, but the other two stations in the town will not be affected. Last winter Euston Road station closed on Sundays.

The announcement is expected to upset negotiations now taking place between Morecambe Transport Committee and Ribble Motor Services, Ltd., about a bus service between Euston Road Station and Heysham. The corporation will probably decide that services envisaged for the Promenade will not be adequate to deal with the influx of extra passengers at the Promenade station.

### GIANT TRANSFORMER LOAD

CLAIMED to be the heaviest load ever carried by road through Lancashire, a transformer weighing 188 tons arrived at Newfield Power Station, Carlisle, from Liverpool last Saturday. B.R.S. (Pickfords), Ltd., were responsible for the movement.

The total length of the convoy, comprising a Scammell motive unit, trailer with load, and two Scammells pushing at the rear, was 145 ft.

## New Fodens Coming

SEVERAL new models, including a dump truck with a payload capacity of 28 tons, and a 150 b.h.p. engine, were foreshadowed last week by Mr. James Wild, chairman of Fodens, Ltd., in his annual report. He believed that the engine would be the lightest and most compact unit on the market.

"The threat to renationalize road transport has made some operators reluctant to place orders for new vehicles and to expand their businesses," he said. "It is probable, therefore, that keen competition for business in the industry will continue."

### CEYLON IS OFFERED 100 L.T.E. DOUBLE-DECKERS

AN offer of 100 "good as new" double-deck London Transport buses is being considered by the Ceylon Transport Board. Mr. Vere de Mel, chairman of the Board, said last week that he had been recommended to accept the offer, as the buses would be delivered for half price which was "a wonderful bargain."

"We should close the deal without delay or the chance will be lost," he said. "Taking into consideration the Middle East situation, it is essential that these buses are shipped out almost immediately."

The Ceylon Ministry of Finance is to be asked to approve the purchase of a total of 200 buses—110 altogether from London Transport and 64 with Mercedes-Benz chassis, plus 26 other units. The total cost will be about £525,000.

### 22,020 NEW VEHICLES

EXCLUDING cars and motorcycles, 22,020 new vehicles were registered in May, compared with 19,425 in April. In the first five months of the year 104,565 new vehicles were registered. The following table analyses the figures by classes:—

#### NEW REGISTRATIONS—MAY, 1958

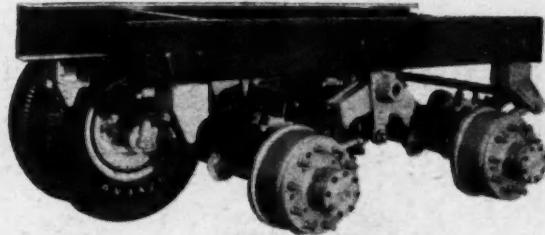
Type	Petrol	Oil	Electric	May	Jan.-May
<b>Hackneys</b>	190	603	40	833	2,768
<b>Goods:</b>					
Agricultural	339	105	—	444	2,122
Showmen's	2	1	—	3	21
Local authorities' (watering and cleansing)	3	14	2	19	118
Tower wagons	5	1	—	6	34
Other goods	11,473	3,466	184	15,123	71,945
<b>Total goods</b>	11,822	3,587	186	15,595	74,240
<b>Exempt vehicles</b>	1,241	340	25	1,606	5,358
Tractors	9	78	—	87	273
Agricultural engines (F2 class)	192	3,701	6	3,899	21,926
<b>Grand totals</b>	13,454	8,309	257	22,020	104,565

## Decision Reserved on "Ambitious" Request

DECISION was reserved by the North Western Traffic Commissioners, last week, on applications by Mills and Seddon, Ltd., who wanted to link picking-up points on three licences (*The Commercial Motor*, last week). Mr. F. Williamson, chairman, described the applications as "ambitious," and said he would need time to consider all the evidence that had been put before him.

The company sought permission to run from various points to Blackpool, Morecambe, Fleetwood and Cleveleys. This was strongly opposed by Mr. T. Boardman, a traffic assistant with Lancashire United Transport, Ltd., who claimed that existing express services would become uneconomic because of the abstraction which would result.

For the five road objectors, Mr. W. Blackhurst submitted that Mills and Seddon's request for an increased vehicle allowance was unusually large, and witnesses had not satisfied him that there



was sufficient demand. There were already ample facilities, and the public had never been neglected.

Mr. G. H. P. Beames, for British Railways, pointed out that in one instance Mills and Seddon wanted to link their picking-up points because of uneconomic operation, yet they were applying for more vehicles and more destinations. The customer should always come first, but this was an "applicant's application."

For Mills and Seddon, Mr. H. Backhouse said people wanting to travel were in excess of facilities and the company which were allowed to run period returns in July should be permitted to run them in September. If the big concerns created monopolies the public would suffer.

### IPSWICH BUS OPERATION BEING EXAMINED

THE operation of Ipswich Corporation buses is being considered by a special sub-committee, Mr. F. J. Bradshaw, borough treasurer, stated last week when he presented his annual report on the undertaking. He told the council that during the year ended March 31 there was a loss of £11,185.

The accounts showed that general income was £317,905 compared with £319,545 the previous year. Motorbuses earned £132,056 and trolleybuses £181,561. Expenditure was £329,090, an increase of £6,189.

## "Move Covent Garden Market": T.A.C. Dispute Runciman Report

"If the traffic problems associated with Covent Garden are ever to be satisfactorily solved, the market should be moved entirely to another site," says the report for 1957 of the London and Home Counties Traffic Advisory Committee. The committee disagreed with the Runciman Committee on Horticultural Marketing, who were opposed to the complete removal of the market.

The Runciman Committee had, the Traffic Advisory Committee maintain, given insufficient attention to traffic matters. The traffic problems caused by the London markets were of the greatest importance, both to the markets themselves and to the general public.

Congestion at Covent Garden arose from the extent to which loading and

parking space is again emphasized. The committee regret that the amount available decreased in 1957, as a result of a number of bombed sites being required for re-development.

Another matter to which attention is directed is the need for doing road work at times to cause the least interference to traffic.

### ROWE'S FIRST SIX-WHEELER

THE first Rowe Hillmaster six-wheeler chassis has been produced by M. G. Rowe (Motors) Doublebois, Ltd., Liskeard, Cornwall. It is rated at 18 tons gross and, complete with 24-ft. light-alloy platform body, weighs about five tons unladen.

An A.E.C. AV 470 112-b.h.p. oil engine



This Rowe Hillmaster six-wheeler, the first of this make, was supplied to Archbolds (Freightage), Ltd., Jack Lane, Leeds, 10, by the Jack Lane Motor Co., Ltd., 88 Jack Lane. It has an A.E.C. oil engine and Boys third axle.

unloading necessarily took place in the streets, and from the large numbers of vehicles which had to come into Covent Garden from all over the country. Even if the market were reduced in size and rebuilt, so that loading and unloading need not take place in the streets, there would still be the problem of the many vehicles needing access to it. Streets in the vicinity were unsuited to heavy vehicles.

If the Government decided to set up a market authority, at least one member should represent the interests of transport users.

The Traffic Advisory Committee again stress the need to encourage the use of public transport. They think there may be cases where the provision of authorized long-term street parking places near railway stations, where there were insufficient off-street parking facilities, would be justified. Wide policy considerations would, however, be involved. The traffic circulation sub-committee are consulting 149 local authorities on the subject.

The urgent need for more off-street

is unit-mounted with an A.E.C. five-speed synchromesh gearbox. A Moss 10-ton spiral-bevel axle is used at the bogie, which has a Boys third axle as initial equipment. Clayton Dewandre air-pressure brakes are fitted.

Alternative power units include the Meadows 6DC 500 135-b.h.p. six-cylindered oil engine and the Gardner 5LW unit.

### NO DIRECTION TO B.T.C.

WHEN Mr. Ernest Davies (Lab., Enfield East) asked Mr. Harold Watkinson, Minister of Transport, in the House of Commons last week, to direct the British Transport Commission to include among members of boards of management persons experienced in the organization of workers, he received a blank refusal.

Mr. Watkinson said it was a matter for the Commission. He agreed to inquire into the appointment of a successor to Mr. Harold Clay on the board of British Road Services, but pointed out that it was still the Commission's responsibility.

## Wallace Arnold Seek More Excursions

BY ingenuity and hard work, Wallace Arnold Tours, Ltd., were trying to attract traffic from their competitors through offering the "ginger bread." This was claimed last week by Mr. J. Evans, for the road objectors, when the Yorkshire Traffic Commissioners continued hearing Wallace Arnold's application for a further 47 excursion destinations (*The Commercial Motor*, July 25).

Mr. Evans, representing Rogers' Motor Coaches and Kitchin and Sons, Ltd., said it was ridiculous to suggest that Wallace Arnold suffered from a lack of variety on their licences.

In evidence, Mr. Kitchin said Wallace Arnold wanted another 32 excursions from Bradford, yet they already had 250 destinations. They could swamp Kitchin's, who had only 50, and if this application were granted every possible destination would be sealed off.

Mr. Rogers pointed out that Wallace Arnold had 165 destinations on their Leeds licence and were now seeking 15 more. He regarded the application with alarm as they would take traffic from existing operators.

For British Railways, Mr. T. B. Atkinson suggested that the half-day coastal excursion was the "magic pill" Wallace Arnold wanted to offer their customers. They would thus be attracted from day excursions and private transport.

Mr. F. Marshall, for Wallace Arnold, pointed out that they had been criticized for canvassing customers to give evidence, yet both road objectors had done the same thing for their own applications in the past.

Decision was reserved.

### £108½m. SPENT ON ROADS IN ENGLAND AND WALES

MORE than £108,600,000 was spent on roads in England and Wales during the year ended March 31, 1957. This was an increase of £10m. over the previous year. Altogether, 1,247 road improvement schemes were started during the year, including the first length of motorway—the Preston by-pass—and the Dartford-Purfleet tunnel.

This information is given in the Ministry of Transport's Report on Roads in England and Wales, published last week. The report points out that about 20,000 abnormal indivisible loads are now being moved every year, 90 of them heavier than 150 tons or wider than 20 ft. As a result 14 schemes were put in hand, during the year, to strengthen and reconstruct bridges on routes between heavy industrial centres and the main sea ports.

### BLACKPOOL BUS CUTS

WINTER bus and tram services operated by Blackpool Corporation are to be cut by about 200,000 miles, if the North Western Traffic Commissioners agree. The corporation hope to put the cuts into operation on October 21. Reductions will mostly affect evening and Sunday services.

Table 1 shows how 12 vehicles work through 72 days with four running and two idle Sundays away from base. Thirty-six nights' subsistence allowance is involved.

**A**PART from improvements in vehicle design and reductions in taxation the most promising chances of cutting the costs of road transport lie in saving time by operating at higher speeds. These should be possible on a network of motorways. This presupposes that the unlimited speeds to be allowed on the Preston By-pass will apply to other motor roads.

It may seem to be entering the realms of fantasy to think in terms of average speeds of 40 m.p.h. when the terms under which the 30-m.p.h. limit will be worked by drivers of vehicles subject to the old 20-m.p.h. restriction have not even yet been settled, or even to believe that a 400-mile journey could be done in 11 hours.

\* Not reckoned

## 40-m.p.h. Average Speeds for Motorway Routes

By  
**Arthur R.  
Wilson,  
M.I.R.T.E.**

Nevertheless, it was the boast of the "pirates" in pre-war days that a trip of this length could be done in 15-16 hours—not always, I should add, at the behest of unscrupulous employers. In Table I, I give figures for a hypothetical series of 12 loads carried in each direction over a 400-mile lead, all the vehicles being based at one terminal.

It is assumed that all the mileage is done on the motorway except in city traffic at the terminals, and that a 40-m.p.h. average is practical. The result may be compared with Table II, which is a schedule of the same operation under current conditions. It will be appreciated that the practical does not always work out the same as the theoretical, especially in long-distance haulage. Loading and unloading could not always be completed on Saturdays, and deliveries and collections around the terminals might take more than a day.

My calculations show a saving in time of 26 days, or over a quarter, for the same tonnage to be shifted. To maintain deliveries, having regard to the need for vehicle maintenance, it would need about 25 vehicles to keep up the service under today's conditions, but six or seven fewer on motorways.

Standing charges on this number of vehicles, double-time payments on Sundays and 26 nights' subsistence would be saved. Against this there would be the higher wages which motorway drivers would require, and greater costs involved in operating high-speed vehicles.



*Locomotors, Ltd., Manchester, 17, converted this ex-Government Austin for the Marsham Tyre Co., Ltd. The vehicle is on 24-hour duty for the maintenance of the tyre equipment of heavy appliances at work on the new London-Birmingham motorway. Felco lifting gear and Ingersoll-Rand compressors are provided.*

Table 11 indicates that at present 12 vehicles, averaging 17 m.p.h., require 98 days to do as much work as in 17 days on motorways. Subsistence allowances are called for on 62 nights.

Sat.	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.
Load	Outward	Unload	Reload	Return	Unload								
	Load	Outward	Unload	Reload	Return	Unload							
	Load	Outward	Unload	Reload	Return	Unload							
	Load	Outward	Unload	Idle	Reload	Return	Unload						
		Load	Outward	Unload	Reload	Return	Unload						
			Load	Outward	Unload	Reload	Return	Unload					
				Load	Outward	Unload	Reload	Return	Unload				



**F**EW British mass-produced 7-tonners are fitted as standard with a 100 b.h.p. oil engine, but the Thames Trader is an exception. In the case of the Thames design, the use of such a relatively high-powered engine greatly simplifies the transmission without detracting in any way from the overall performance, giving low initial cost and minimum maintenance.

The Trader has a conventional four-speed synchromesh gearbox and single-speed rear axle and these, in conjunction with the 242 lb.-ft. torque output of the 6D engine, combine to give first-class acceleration and hill-climbing ability, in addition to praiseworthy fuel economy.

So much power is available, in fact, that I think the standard rear-axle ratio—7.2 to 1—is a trifle too low for normal use in this country, particularly after having made tests with both this ratio and the next highest—6.8 to 1.

The vehicle offered for test was the 13-ft. 4-in.-wheelbase oil-engined chassis, the available frame space of which allows a 16-ft. 6-in. drop-sided body to be mounted. The specification is well known, but, briefly, it includes a hypoid-bevel banjo-type rear axle, 9-in.-deep chassis frame and Girling two-leading-shoe brakes with a Clayton Dewandre vacuum servo.

Tyres supplied with the 7-ton chassis are 8.25-20 in. (12-ply), which permit a gross weight of 10 tons 4 cwt., but 9.00-20-in. (10- or 12-ply) tyres are

(Right) Ground clearance is good and the standard chassis can be used with safety over rough ground. Cab entry is good by present-day standards and adequate grab handles are provided.



offered at extra cost. The standard Trader cab is available on the 7-tonners, and this has such praiseworthy features as good engine accessibility from outside and inside, efficient sound and heat insulation, plenty of space for the driver and passenger, good all-round visibility and reasonably easy access to the seats.

As supplied for test the lorry had a kerb weight of 3 tons 6½ cwt., and had the standard 7.2-to-1 rear axle and 7-ton 4-cwt. test load. A full series of tests was made with the vehicle in this condition, but it soon became apparent that a higher axle ratio would be beneficial from all viewpoints, not the least from that of economy. Acceleration times and the fuel-consumption rate recorded are shown in the data panel, however, and the braking figures were also obtained at this weight.

***Oil-engined 7-tonner has Simple Specification and First-class Overall Performance : Acceleration and Hill-climbing Rapid, and Fuel Consumption Low***

By John F. Moon, A.M.I.R.T.E.

(Left) The 100 b.h.p. output of the Ford 6D oil engine used in the Trader 7-tonner gives a lively hill performance with a simple four-speed gearbox and single-speed axle. Bottom gear was used for less than a minute during this ascent of Bison Hill.

The braking performance was a little disappointing for a comparatively new design and the figures obtained were not quite as good as can normally be expected from current

7-tonners. The test vehicle had moulded brake facings—these now being standard on all Traders in the interests of fade reduction.

Hand-brake efficiency was satisfactory, an average figure of 29.5 per cent. being obtained from 20 m.p.h. The hand-brake lever is well placed in relation to the driving seat, enabling a good purchase to be obtained for maximum power yet without the lever obstructing the floor space when in the "off" position.

With the 7.2-ton load, hill-climb and brake-fade tests were made on the ½-mile 1-in-10½ Bison Hill. The climb, which was carried out in an ambient temperature of 61° F., took only 4 minutes 13 seconds and the coolant temperature rose from 168° F. to 188° F. Bottom gear was engaged for 55 seconds during the ascent.

The fade test was made by coasting

# Takes Some Beating!

down the hill in neutral, keeping the speed down to 20 m.p.h. by means of the foot brake. The descent lasted 2½ minutes and the last ½ minute of this time was spent in top gear, driving at full throttle, to compensate for the reduced gradient towards the base of the hill. At the bottom a full-pressure stop from 20 m.p.h. produced a Tapley meter reading of only 34 per cent., showing a reduction in efficiency of 0.34g., compared with the 68 per cent. figure obtained with cold drums.

Although this test was severe, I was rather surprised by the degree of fade that had taken place in view of the use of moulded facings. The ½-ton overload that the vehicle was carrying at this stage could not be blamed for such a serious loss of efficiency (or for the earlier disappointing figures), and it is obvious that the Trader 7-tonner will be used in service with even greater overloads.

While on the hill the lorry was returned to the steepest part—a 1-in-6½ section—and here it was stopped. The hand brake held it safely, although the drums were still hot from the fade test, and then several smooth restarts were made, using bottom gear and only an eighth of the total throttle-pedal travel.

A few days after these initial tests

However, it was immediately apparent that the high-ratio axle had improved the general performance of the vehicle, even though the maximum speed was increased by only 3 m.p.h. to 44 m.p.h. The outstanding top-gear performance was improved, both on hills and in traffic, and the tests were

gear was used when starting from rest, this ratio being adequate for starting on level roads and minor hills.

A set of figures taken when starting in bottom gear showed that about a second could be clipped off the time to reach 30 m.p.h., although, because the change into second gear from first is rather awkward, I imagine that most drivers will prefer to use second.

When making the direct-drive tests



*The good steering lock and three cab rear windows simplify reversing into narrow driveways. The steering never becomes heavy at the low speeds normal during such manœuvres.*



*Good acceleration gives the Trader a lively start from traffic lights, whilst the light handling characteristics help to cut down traffic delays. Good forward vision is a strong point.*

the Trader was returned to me with the 6.8-to-1 axle ratio installed. Unfortunately, at the same time, the payload had been reduced by 6½ cwt. to bring the gross weight nearer the recommended figure of 10 tons 4 cwt. This meant that I could not make direct comparisons between the two sets of figures.

to show that the higher ratio gave better acceleration and faster hill-climbing.

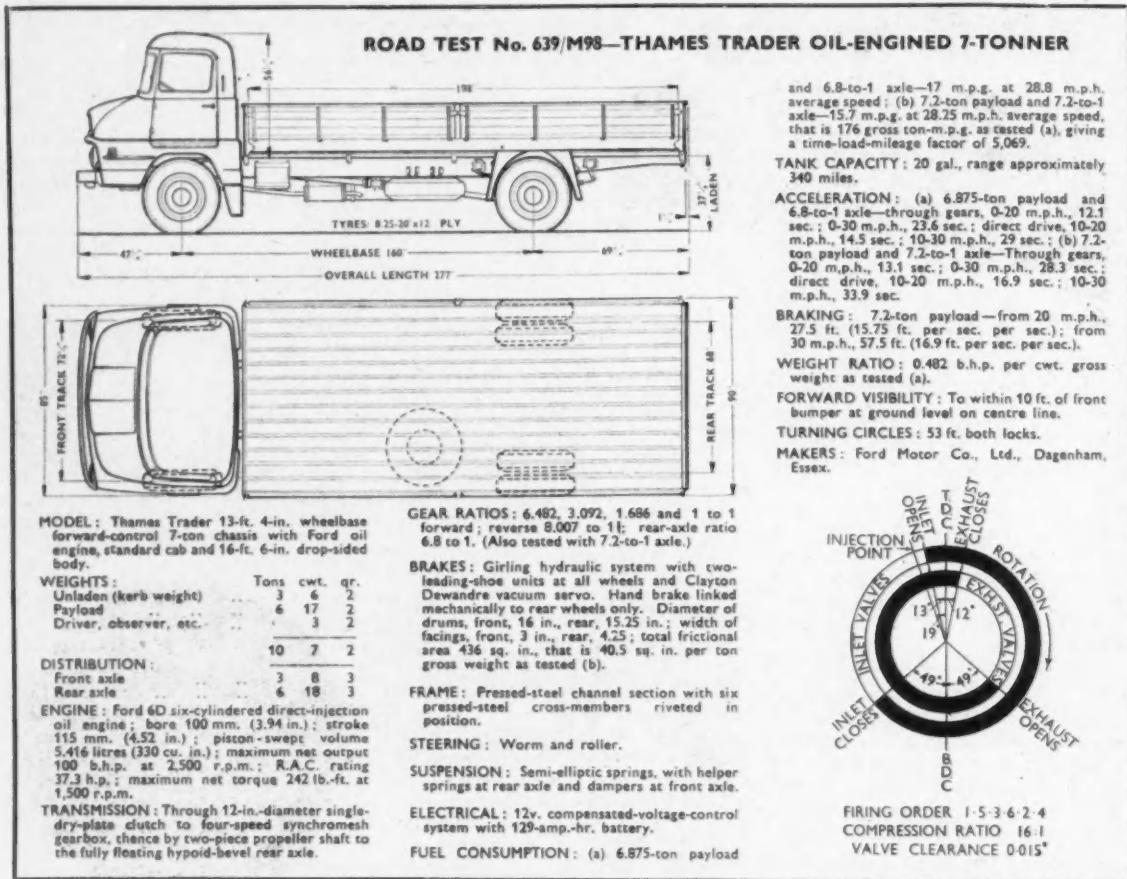
Acceleration tests revealed an improvement of 4.7 seconds in the time taken to reach 30 m.p.h. from a standstill, whilst the direct-drive time between 10 m.p.h. and 30 m.p.h. was cut by 4.9 seconds. As before, second

it was noted that the transmission was commendably smooth from 10 m.p.h. upwards, whilst with the lower-ratio axle and the heavier test load the engine had pulled away smoothly from 7 m.p.h. in top gear—a remarkable performance. The good direct-drive times prove the excellent top-gear performance.

The higher axle ratio brought about a faster ascent of Bison Hill, the climb being made in 4 minutes 3 seconds. Bottom gear was used for the same length of time as before, but although the ambient temperature was slightly higher—63° F.—the coolant-temperature rise was less marked, the final figure being 182° F.

While descending the hill the vehicle was stopped on the 1-in-6½ section and the hand brake was checked for efficiency facing downhill. It held the vehicle easily, following which a restart was made in reverse without the slightest difficulty. The lorry was then turned round and the restart was repeated facing uphill.

Once again the hand brake was satisfactory and a bottom-gear restart was then made using less than a quarter throttle. Incidentally, bottom and reverse ratios in the current gearbox



used throughout the Trader range are lower than when the models were originally introduced, the earlier ratios being 6.398 and 7.82 to 1 respectively.

As before, the fuel-consumption test was made along my usual six-mile undulating route between Barton and Cophill, on the A6 road. This short route has been employed many times and invariably gives the sort of fuel figure that operators can expect to average in normal service. The test was made by driving at up to 35 m.p.h. and the result obtained was 17 m.p.g., the average speed being 28.8 m.p.h.

This showed an improvement of 1.3 m.p.g. over the figure yielded with the lower axle ratio and the slightly heavier load, but even more remarkable is the fact that this figure is above average for this class of vehicle, including some chassis that make use of overdrive ratios and two-speed axles to enhance economy.

In addition to the low-ratio axle originally fitted to the test vehicle, a two-speed axle is offered as a further option. In view of the highly satisfactory all-round performance with the 6.8-to-1 axle, however, the two-speed unit would be advantageous only

when the chassis was to be grossly overloaded or used as a 12-ton tractor unit, although for normal purposes it should give a higher top speed, of course, and possibly even greater economy, particularly when running empty. At a guess, I should say the vehicle as tested would have returned 26-27 m.p.g. unladen.

Although I did not take braking figures with the reduced payload, the maximum retardation felt no better, and serious fade was again noted when descending Bison Hill, even though on this occasion the descent was made with third gear engaged. On both days the pedal travel had increased by at least 3 in. and the pedal finished up not far short of the floorboards.

Once the braking has been improved I feel confident that the Trader 7-ton chassis will prove to be one of the most successful models to have been introduced in this country for many years. Not only do the performance figures show it to be a most attractive proposition, but the price is competitive and the general handling of a high standard.

At all speeds on the road the engine was quiet and the heat insulation was

equally good. The steering was pleasantly light at normal speeds without becoming too heavy at a walking pace, and the castor action was just right. Power assistance is offered, but is hardly necessary, as the vehicle is easily manoeuvrable at any speed, with no trace of wander at high rates.

The suspension felt rather firm, but it was never uncomfortable and, if anything, tended to improve the general road holding and handling, particularly when cornering quickly. The gear change was reasonable, apart from the difficulty of engaging second gear, and the synchromesh, although not unbeatable, undoubtedly saved time and effort. The engine was commendably smooth at all speeds, no vibration being transmitted to the cab.

The standard Thames Trader 13-ft. 4-in.-wheelbase oil-engined 7-ton chassis has a basic price of £1,115, and the British purchase tax payable is £247 5s. 9d. The cab adds only £70 to the basic price, whilst the 16-ft. 6-in. timber drop-sided body costs a further £110. Additional equipment fitted to the test vehicle included flashing indicators (£8 2s. 6d. including tax) and single heater and demister (£10 10s.).



## New Equipment and Processes

**Two stainless-steel sinks with large draining areas are incorporated in this bench for servicing fuel injectors. It is supplied by Leslie Hartridge, Ltd.**

### Clinical Service for Injectors

A SERVICING bench for fuel injectors supplied to the Rover Co., Ltd., by Leslie Hartridge, Ltd., Buckingham, demonstrates a good layout of equipment for carrying out efficient servicing on these important components.

The bench is constructed of mild-steel angle and sheet metal with a plastics-surfaced splashback. A stainless-steel sink with large draining surfaces is fitted on each side of the bench, each having a separate cleaning-oil supply and filtration plant. Dismantling jigs are provided at each sink and the centre section accommodates apparatus for cleaning nozzles and their holders by pressurized air or oil.

#### Plastic-steel Kit

OBTAINABLE from E. P. Barrus (Concessionaires), Ltd., 12-16 Brunel Road, Acton, N.3, an emergency repair kit of plastic steel is the latest addition to the range of Devcon products.

The plastic steel, which is approximately 80 per cent. steel and 20 per cent. plastics, may be applied alone or spread on laminated glass tape to use as a bandage. A hardening agent is added to the steel after application and setting takes two hours. The steel will harden in water, as it does not depend on evaporation for this process.

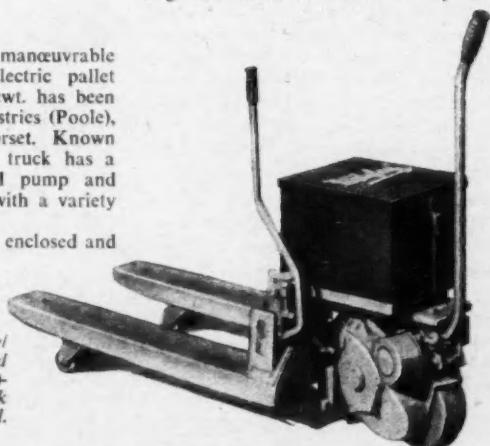
The plastic, which when hard has most of the properties of solid metal, may be used to repair pressure containers. The kit, which contains 1 lb. with equipment for applying it, costs £1 14s.

#### 10-cwt. Pallet Truck

A COMPACT and manoeuvrable pedestrian-controlled electric pallet truck for loads up to 10 cwt. has been introduced by Wessex Industries (Poole), Ltd., West Street, Poole, Dorset. Known as the model E412P, the truck has a manual or power-operated pump and ram and can be supplied with a variety of fork lengths and widths.

The power unit is totally enclosed and

*The new Wessex model E412P pedestrian-controlled electric pallet truck for 10-cwt. loads. A variety of fork lengths and widths is offered.*



design and can impart horizontal, vertical or angled slewing movements. They are claimed to be particularly suitable for machinery with high axial and radial stresses and high tilting moments.

In addition to the ball-bearing slewing rings, large-diameter wire-race ball-bearings are also to be made available for continuous rotating machinery.

#### Body Repairs Simplified

A WIDE range of hydraulic power tools of interest to the body repairer is marketed by E. P. Barrus (Concessionaires), Ltd., 12-16 Brunel Road, Acton, London, W.3. A recent addition is the Porto-Power BA-30 multi-grip bench-arm assembly, which enables the operative to have both hands free to work on off-the-vehicle body repairs.

The unit comprises two universal bench arms with guide tubes, grip plates and vice pliers, and a metal fence with locking



*The Sundo bi-metallic thermometer for recording air temperature may be mounted on the dashboard.*

#### Bi-metallic Thermometer

DESIGNED to blend with normal dash-board instruments, a small thermometer for recording air temperatures is being marketed by the Pool Clock Co., Ltd., 30 City Road, London, E.C.1.

Made in Western Germany and known as the Sundo, the thermometer works on the bi-metallic strip principle, giving accurate readings. The dial is circular with white lettering on a black background. The domed glass front is practically unbreakable and the unit is attached to any surface with a polythene sucker.

The thermometer, which records from minus 20° F. to plus 115° F., costs 12s. 11d.

#### New Slewing Rings

A NEW type of slewing ring for cranes, excavators, derricks, turntables and so on, is to be manufactured in the United Kingdom by the Roballo Engineering Co., Ltd., 43 Dover Street, London, W.1. The ball-bearing-mounted rings are stated to be of entirely new

bar and threaded socket plate for bench fitting. The arms extend 22 in. from the front of the bench and the standards swing through 360° and can be locked in position. Angle plates and the fence are fabric-faced to avoid damage to the workpiece and the arms are retractable under the bench when not in use.

#### Quicker Washing

**WIKLEEN** is the name of a vehicle-washing shampoo marketed by J. C. Oxley's Dyes and Chemicals, Ltd., 209-213 Hanworth Road, Hounslow, Middx., in bulk quantities and in 2s. 9d. tins. The directions state that no leathering is required after rinsing with clear water, following application of the solution, and that better results may be obtainable if a little of the fluid is put in the water used for sluicing.

A member of the staff of *The Commercial Motor* tried the product with reasonable satisfaction, saving time by not having to leather the whole of his car, although he considered it advisable to remove smears from the glass. It was comparable with other shampoos in removing dirt and was economical in use.

**New Dennis 3-tonner for Parcels Delivery has Near-side Corner Entrance to Cab, Perkins Engine Above Set-back Front Axle and Flat Floor 3 ft. 6 in. High**

CAREFUL consideration of the immediate needs of parcels-van operators has led to the evolution of the Paravan 3-ton delivery chassis, announced today by Dennis Bros., Ltd., Guildford. One of the more obvious advantages of the new design is the low height of the entrance platform, which is ahead of the front wheels and thus gives easy access to the driving seat and body interior from each side.

The simple frame layout encourages a variety of body designs to suit widely differing needs, but the standard Dennis body contains such features as a corner front entrance, flat driving platform, front steps into the body, 3-ft. 6-in. average floor height and a large translucent roof panel. All these features were incorporated in the body suggested in the article "The Parcels Vehicle of 1968," published in *The Commercial Motor* on June 20.

**First Two for Essex Carriers**

In fact, one of the joint authors of that article, Mr. R. B. Brittain, has co-operated with Dennis Bros. in the final design of the new vehicle. It is no coincidence that the serial letters assigned to the chassis are SX, Mr. Brittain being managing director of Essex Carriers, Ltd. The first two Paravans have been ordered by Mr. Brittain. One is scheduled to go into service this week and the second is being prepared for the Commercial Motor Show next month.

The standard model has a wheelbase of 11 ft. 9 in. and the overall chassis length is 22 ft. 3½ in., the front overhang being 4 ft. 11½ in. A shorter-wheelbase chassis is also contemplated to suit specialized needs, but the standard vehicle can accommodate a 600-cu.-ft. body, plus integral cab; the interior payload space is 15 ft. 9½ in. long. The chassis has a swept circle of 51 ft. 7 in. on right lock and 53 ft. 11 in. on left lock, the difference being caused by the corner entrance.

With the standard 7.00-20-in. (10-ply) tyres the laden frame height is 2 ft. 6 in., which permits a flat-floored body to be mounted to give laden and unladen heights of 3 ft. 4 in. and 3 ft. 8 in. respectively. Because of the dropped front frame extension, the laden entrance-step height is only 1 ft. 6½ in. The maximum chassis width—6 ft. 5 ½ in.—is in the vicinity of the rear tyres, so that bodywork with an overall width of less than 6 ft. 9 in.—the width suggested in the June 20 article as being the maximum suitable for parcels-delivery work—can be employed.

**Four-cylindered Oil Engine**

The Perkins P.4 (V) four-cylindered indirect-injection oil engine is governed to 2,400 r.p.m., at which speed the gross and net power outputs are 55 b.h.p. and 49 b.h.p. respectively. The net torque output of 128 lb.-ft. occurs at 1,400 r.p.m. Unlike the Stork, which has a six-cylindered underfloor engine, the Paravan has its engine mounted vertically above the front axle, where it is claimed to be more accessible than an underfloor unit without obstructing the entrance.

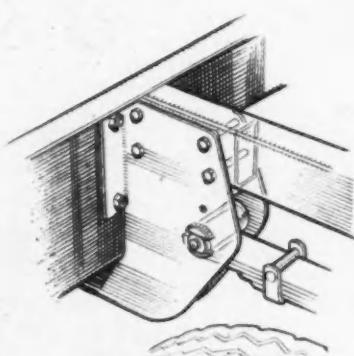
Basically, the Perkins engine is standard, and it is fitted with an oil-bath air cleaner, Cromard cylinder liners and a remotely mounted paper-element fuel filter which is carried on the frame immediately ahead of the 15-gal. fuel tank.

A noticeable departure from standard Perkins practice, however, concerns the position of the fan and its drive.

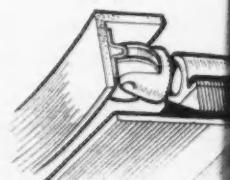
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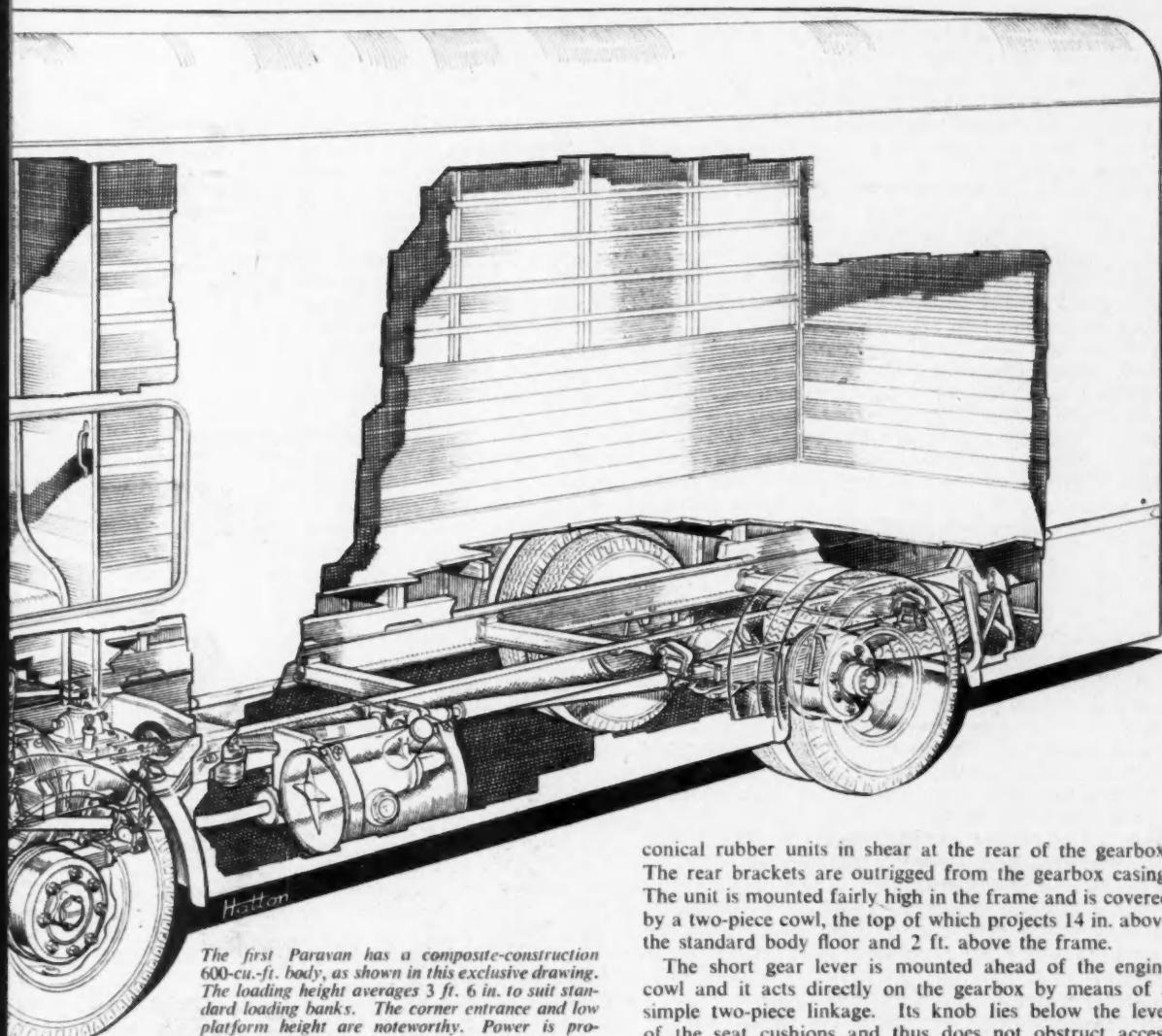
# PLAN



(Below) The four-piece door in the near-side front of the Paravan runs in track formed from a section guide rail mounted on angle-iron. The rollers are loaded.



(Above) The front extension has deep webs where attached to the main frame, additional bracing being given by the Z-section cross-members. Each pair of webs forms the front-spring front-mounting point.



The first Paravan has a composite-construction 600-cu.-ft. body, as shown in this exclusive drawing. The loading height averages 3 ft. 6 in. to suit standard loading banks. The corner entrance and low platform height are noteworthy. Power is provided by a Perkins P.4(V) oil engine.

## ED FOR PARCELS

The radiator is mounted low in the chassis frame and the 18½-in.-diameter six-bladed fan is carried on the front engine-mounting plate below the level of the crankshaft centre line, where it is driven by a single V-belt, a separate belt driving the dynamo in the conventional manner. The radiator is slung between the frame side members from two rubber mountings and is used in conjunction with a header tank to ensure that the system is filled properly. It is pressurized to 4 p.s.i.

Mounted in unit with the engine is a four-speed gearbox having synchromesh engagement of second, third and top gears. The gearbox is similar to that employed in the Heron and Stork and has forward ratios of 5.77, 3.028, 1.703 and 1 to 1, reverse being 6.915 to 1. The 10-in.-diameter clutch is hydraulically actuated.

The engine-gearbox unit has a four-point mounting, there being two Metalastik rubber sandwiches in compression and shear at the front of the crankcase, and two Metacone

conical rubber units in shear at the rear of the gearbox. The rear brackets are outriggered from the gearbox casing. The unit is mounted fairly high in the frame and is covered by a two-piece cowl, the top of which projects 14 in. above the standard body floor and 2 ft. above the frame.

The short gear lever is mounted ahead of the engine cowl and it acts directly on the gearbox by means of a simple two-piece linkage. Its knob lies below the level of the seat cushions and thus does not obstruct access to the driving seat from inside the vehicle. Similarly, the hand-brake lever is very short to avoid the driver catching it when entering from the off side.

A two-piece propeller shaft with a Layrub joint immediately behind the gearbox and Layrub rubber-mounted centre bearing is employed. It takes the drive to the fully floating hypoid-bevel rear axle which is similar to that employed in the Heron. The standard axle ratio is 6.83 to 1, with the option of 5.57-to-1 final-drive gearing for use in relatively flat areas. The front axle also is similar to that used in the Heron, with the exception of the steering-arm angles.

Girling two-leading-shoe hydraulic brakes are carried on both axles. The drums in both cases are 14 in. in diameter. The front and rear moulded facings are 2½ in. and 3½ in. wide respectively, giving a total friction area of 322 sq. in. A servo is available as an extra, but is not fitted as standard in view of the relatively low gross weight rating.

Single-rate semi-elliptic springs are used at both axles. Although there are no dampers, operators of this type of vehicle who have already driven the Paravan chassis say that the ride is at least as good as that given by more

complicated suspension systems. Burman worm-and-peg steering with a free-standing column is fitted, and the steering gear ratio is 27 to 1.

The drop arm is to the right of the steering box, but it is cranked sharply, so that it passes under the box. In this way it has been possible to mount the column well over to the off side of the chassis without the drag link interfering with the steering lock.

Fitted bolts are used throughout the assembly of the frame, which has a simple layout despite its specialized application. The main side members, which are of manganese steel, are  $\frac{1}{2}$  in. thick and have a constant depth of 6 in., the flanges being  $2\frac{1}{2}$  in. wide. The side members are flat and parallel throughout and extend 2 ft.  $3\frac{1}{2}$  in. ahead of the front-axle centre line. Bolted to the front of the members is an extension, consisting of two channel-section welded fabrications, cranked so that their upper edges lie 1 ft. 2 in. below the upper flanges of the frame.

The frame width is 2 ft.  $6\frac{1}{2}$  in. and bracing is provided by three top-hat section, one banjo-channel, one Z-section and one boxed top-hat-section cross-members. The banjo-channel provides the mounting point for the rear of the engine-gearbox unit, whilst the Z member braces the front of the chassis where the extension joins the main members. A flat plate, bolted to angles, forms the mounting member for the front of the engine.

#### Bodies up to 650 cu. ft.

The chassis is rated for a payload of approximately 3 tons. The recommended gross weight is 5 tons 16 cwt., with a front-axle limitation of 1 ton 19 cwt. Although the standard body built by Dennis Bros. has a capacity of 600 cu. ft., the chassis is suitable for bodies of up to 650 cu. ft. capacity, subject to the recommended gross weight not being exceeded. The kerb weight of the chassis only, complete with 12-v. batteries and spare wheel, is approximately 1 ton 18 cwt.

Two types of body are to be offered by Dennis, both having the same general shape and differing only in respect of the material used. Both are based on timber frames, but the first one to be taken over by Essex Carriers, Ltd., will have Plymax metal-faced plywood panels, whilst the second van, which is to be shown at Earls Court in partly sectioned form, will have flat plastics panels, colour-impregnated in the Essex Carriers livery.

The general design of the body, which includes the cab, is reasonably straightforward. The sides are flat to a point ahead of the front axle, and the timber floor has no wheel-

boxes when used in its parcels-van application, because of the standardized loading-bank height of 3 ft. 6 in. The rear of the body is closed by a timber-slatted roller shutter and 2-ft. tailboard, whilst the roof in both versions incorporates a 14-ft. by 3-ft. translucent plastics panel.

It is intended that the rear of the vehicle should be used only when loading at the depot and that deliveries should be made from the front of the vehicle, thus relieving the driver of the responsibility of locking the shutter and tail-board each time a delivery is made.

For this reason a 2-ft. 8-in.-wide corner entrance has been chosen, this lying at an angle of 45°, so that the driver can enter or leave the vehicle either through the side or the front. The door, which is 6 ft. 3 in. wide, is in four sections, the centre two of which are glazed. These sections run in a roller track and lift upwards, so that, when fully raised they lie across the vehicle under the cab roof and thus form no obstruction to the entrance.

#### Three Steps to Goods Platform

The first step to the platform is 1 ft. 6 $\frac{1}{2}$  in. above the ground and is rather shallow; the driving platform is 4 $\frac{1}{2}$  in. above it and extends across most of the width of the front of the vehicle. Behind the main platform there is a third step 12 in. higher which extends across the front of the engine cowl up to the near-side body panel and forms an intermediate step up to the main body floor, 10 in. higher.

In the vans supplied to Mr. Brittain a partition and sliding door are being fitted behind the engine cowl, this partition giving an opening of 2 ft. 10 in. in the near side of the body, which reduces to 2 ft. alongside the engine cowl. A forward-hinged door is provided in the off side of the body ahead of the front wheel and has a drop window. Behind both doors the body side is glazed as far back as the partition to give the driver increased side vision. The one-piece flat windscreen has a single wiper and only one headlight is fitted. Two lights are installed in the van body and a fully equipped instrument panel is clamped to the steering column.

The Paravan with standard body has an overall length of 22 ft. 7 in. and the maximum width of 6 ft. 9 in. includes side rubbing rails. The approximate laden height is 10 ft., whilst the interior height on the centre line is 6 ft. 6 in. The interior body length is 15 ft. 9 $\frac{1}{2}$  in. behind the partition. The rear aperture is 5 ft. 7 in. high and 5 ft. 9 in. wide, and 2-ft.-high tongued-and-grooved boarding is provided down the inside of the body, above which there are six evenly spaced aluminium slats to afford further protection.

A LEYLAND 11.1-litre engine is installed in a Scammell Mountaineer 17-ft. wheelbase tractor which has been supplied to Esso Standard (Libya), Inc., by the General Trade and Motor Co., Tripoli, Libya, to haul oil-drilling equipment from the port of Tripoli to a site 900 miles away.

The tractor tows a Dyson semi-trailer with a platform body 34 ft. long and 9 ft. wide. Normal

#### Big Engine in Oilfield Tractor

The Scammell Mountaineer, with Leyland 11.1-litre engine, for Libya.



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payloads will be of 20-25 tons, and although roads exist for much of the route that the outfit will cover, the final 60 miles will be run over sand. All the tyres are size 14.00-20 in. and have normal road treads, these having been found to give good traction and flotation over sand.

Drive from the engine is taken through a six-speed gearbox and transposing box to the front and rear double-reduction spiral-bevel and epicyclic axles. Brakes are operated by air pressure, and air-assisted steering is provided. A Woodfield Senior winch and tubular rack is fitted behind the cab, the winch being driven from a split-transmission type of power take-off which allows all gears, including reverse, to be employed.

The cab is insulated, and the canopy is extended to form a sun visor. The electrical system is 24 v.

Opinions and Queries

# Makers Blamed for Black Smoke

MR. E. H. ROBINSON'S letter (July 25) gives the impression that regular maintenance of fuel-injection equipment would virtually end the black-smoke problem of oil-engined vehicles. Whilst I agree that regular maintenance of this equipment is essential if exhaust smoke is to be eliminated, I would also point out that many modern fuel pumps and governor systems are too easily interfered with by drivers and unauthorized persons. A recent survey of a well-known commercial-vehicle fleet showed that 75 per cent. of the public complaints of excessive exhaust smoke were traced to unauthorized interference with either the fuel pump or governor settings.

Most fleet engineers are extremely careful with the maintenance of fuel-injection equipment and governors, for reasons of economy and engine life, but a glance at some of the excess-fuel devices and governors, even on 1958 vehicles, will reveal how easy it is for a driver to defeat the precise adjustments made by the fleet engineer and his staff.

If the manufacturers of both vehicles and fuel-injection equipment would make greater efforts to produce equipment which is virtually tamper-proof, a large reduction in the number of complaints of black smoke would automatically follow.

Dundee.

JAMES R. MEEK, A.I.R.T.E.

## Yield Not to Temptation

ONE of the features of increasing enforcement of the law is the number of prosecutions and licence revocations resulting from breaches of Section 19 of the 1933 Road Traffic Act, which relates to drivers' hours of work. This disturbing rise is not the prerogative of hauliers alone, but appears to be distributed proportionally amongst all classes of licence holder. The total, which may continue to increase, is fortunately a minute percentage of the whole. Nevertheless, the law-breaking minority is providing the theoretical planners of transport and exponents of nationalization with sound propaganda.

No one can condone the breaking of a law, good or bad, and those who do so in a wilful or ignorant manner must bear the consequences. But in part there are extenuating circumstances, perhaps a phenomenon of the times, which have a bearing on the rise in prosecutions. One result of the credit squeeze and high bank rate—both policy measures of the Government—was that retailers, wholesalers, and even producers, reduced their normal stocks to dangerously low levels. This was accentuated by the drop in customer buying as the result of a slight recession.

Any subsequent rise in sales, seasonal or otherwise, then meant a panic demand to the source of supply for immediate replacement, in which transport became a pawn in the game. If quick delivery, or delivery within a stated time, was not forthcoming, the order went elsewhere.

In many cases the time element allowed was not capable of accomplishment within the regulation hours. In some businesses, transport departments come a poor second to the sales side, and are left to hold the baby at all times. Again, in some instances, rather than risk their own licences, the "hot" deliveries would be offered to the haulier, if he were foolish enough to accept the traffic on that basis.

All this may be a passing phase and there is every possibility that an anticipated easing of the general financial situation may encourage a return to the holding of reason-

able buffer stocks by the trader, thus permitting them to be replenished in the normal manner according to the up and down level of selling.

On the other hand, road transport may have created a noose for its own neck, during the period of financial stringency, by its very attributes of flexibility and speed. The trader, having found that there is no need to carry large stocks, which represent tied-up capital or cost money in interest and storage, will be more likely to expect that service of fast delivery to continue. Habits once ingrained are difficult to break. The problem is not one which can be "cured" by further nationalization or even by the "control" of C licences. The real solution appears to lie in more motorways permitting higher road speeds.

Glasgow, W.4. ARTHUR R. WILSON, A.I.R.T.E.

## Are these Conditions Normal?

COULD I, through your widely read journal, raise the question of the conditions under which work some coach drivers engaged on purely private hire? It seems that few of us are included in any sort of wage agreement or holiday scheme.

During the season it is nothing unusual for us to be on the road for up to 17 hours, and after returning have to spend an hour or more washing down and otherwise cleaning the vehicles so that they can be on the road again at 8 a.m. next day.

One of the difficulties is the way that meals for the coach parties are booked for certain times. A start may be made at 8 a.m. and the luncheon place, say 130 miles away, must be reached in 4½ hours, which includes a half-hour break for coffee. As regards holidays, some of our chiefs say that they are not bound by any agreement, and that any we get are out of the goodness of their hearts.

No doubt the obvious answer for men in these circumstances is to get out, but, at least in this area, jobs of this type are few. It seems that we are nobody's baby, and even the unions do nothing about it. Seven days a week with never less than 12 hours a day for £9 10s., including cleaning our vehicles, cannot be considered as satisfactory. So far as many of us are concerned there is no question of overtime, just a flat wage.

Curiously enough, when we have some staunch unionists out on a day's trip they are the ones who hang on to the last minute at some inn, perhaps 60 miles from home, caring little that the driver has exceeded his legal hours.

Portsmouth. "HAD ENOUGH."

## Was There a "Rolls" Bus?

A REFERENCE to a Rolls-Royce bus of 1905 was made under "Passing Comments" in your issue dated June 27. It seems that Rolls-Royce denied making a bus chassis in the 1904-06 period. However, looking through some old records I found information that a bus chassis was apparently sold in this country towards the latter end of 1905 by C. S. Rolls, Ltd., 15 Conduit Street, London, W.

According to the illustrated specification it was of a conventional type and suitable for the double-deck body of the period; it seemed, however, to be of French make.

London, S.E.25.

L. REYNOLDS, A.I.R.T.E.

b19

# THE C-LICENCE PROBLEM—

**W**HAT would happen if the present system of C-licensing were drastically altered to allow traders and manufacturers to carry each other's goods? According to some critics of the existing law, this would solve the problem of empty running and provide a more efficient road transport network for the country. This may appear sound reasoning on paper, but a closer look at the problems facing both hauliers and C-licence operators reveals many flaws in the theory.

One point which must not be overlooked is that the economy of the country is geared to inflation, so it is difficult for manufacturers and traders to lock up large sums of money in stocks. In fact, some manufacturers are having to work on a 36-hour stock, which means that unless they run their own vehicles their supplies cannot be maintained. Certainly hauliers cannot be expected to have lorries "hanging on a peg" for calls at such short notice.

### Hoist by Their Own Petard

It must also be remembered that a C-licence operator values the independence which allows him to send vehicles when and where required without consideration for anyone else. Possibly, then, the only outcome of amending the law would be to increase the number of C-licence vehicles on the road—the very thing the reformers are trying to avoid.

At the moment, C-licensees are being used as a scapegoat by the British Transport Commission to excuse the sorry financial mess in which British Railways find themselves through losing traffic. But it is unfair to blame this failure on the C-licencee, for many other factors have contributed to it.

Mr. Harold Watkinson, Minister of Transport, has already rejected any idea of controlling C licences to protect the railways, pointing to other matters which should be remedied. He has stressed the need for an all-out drive by the railways to improve their service—and to sell it.

The railways were aiming, he said, at better traction, improved braking and less marshalling. The amount of transhipment should be cut to a minimum and the use of pallets and special containers should be increased. There was no doubt that the railways could solve their problems in time, but the future of the undertaking would be settled in the next few years, which meant that there should be no undue delays.

Although the number of C licences issued in 1957 exceeded 1m. for the first time, he did not think the answer lay in controlling this form of transport. The correct remedy was to revitalise the railways so that traffic more suited to rail could be carried cheaply and efficiently. This object would be helped by the modernisation plan, which should attract a large share of the traffic now being carried under C licence.

It is a pity Mr. Watkinson did not mention that the average loading of the standard 13-ton railway wagon for general merchandise is about 3 tons, and that about 60 per cent. of rail freight traffic consists of coal carried in trucks which are returned empty to the collieries.

However, this might have lent weight to Socialist arguments that too much emphasis is laid on com-

## No Easy Solution

petition, which prejudices the prosperity of the Commission. These reformers would like to see C-licensees restricted to a 25-40-mile radius and the B.T.C. given a free hand to expand their facilities without hindrance.

Any move to stop the C-licencee creaming the traffic would require a great deal of new legislation and would revolutionise the whole goods licensing system which has been carefully built up over the past 25 years. Before considering steps in this direction, it might be a good idea for an all-party delegation to visit West Germany and study conditions there.

West Germany's population of 48m. is only 1m. less than that of Great Britain, and the railway network is very similar to that of British Railways—we have 19,276 miles, whilst German Railways, after 75 years of State ownership, have 19,000 miles. Almost surrounded by land frontiers, German Railways have never tackled road transport on a large scale, although they have about 1,000 lorries which are used for a variety of purposes including some long-distance work.

Collection and delivery are almost entirely in the hands of contractors, and it seems there is no such thing as road-rail co-ordination involving through rates. For the most part, long-distance road transport in West Germany has to operate at rail rates. About 11.5 per cent. of the country's ton-mileage is operated by professional long-distance hauliers, and 4.2 per cent. is done by the long-distance equivalent of the British C-licencee.

### West German Licensing

For shorter distances, professional hauliers need only formal registration if they keep within 50 km. of their base. The C-licence operator cannot carry traffic for third parties. West Germany's road haulage businesses are small, with 80 per cent. of the operators owning only one or two vehicles. However, nearly three-quarters of the vehicles travelling long distances have trailers, which is a far higher percentage than in Britain.

By an Act passed in 1952, the number of long-distance licences is limited to 15,856, of which the railways are allowed to hold 3½ per cent. About 29,000 C-licence vehicles are used on long-distance work by 11,500 concerns, which means each owner averages 2.5 vehicles. At present, West Germany has 3,900,000 vehicles on the road, of which 473,000 are lorries, compared with Britain's 1,070,000 lorries out of 5,600,000 vehicles (excluding motorcycles).

Although there are few restrictions on short-distance work, where long distances are concerned the control is tighter. The licence issued to a haulier is governed by his capacity to do the work, maintenance of his vehicles, traffic requirements and other matters. Rates are controlled

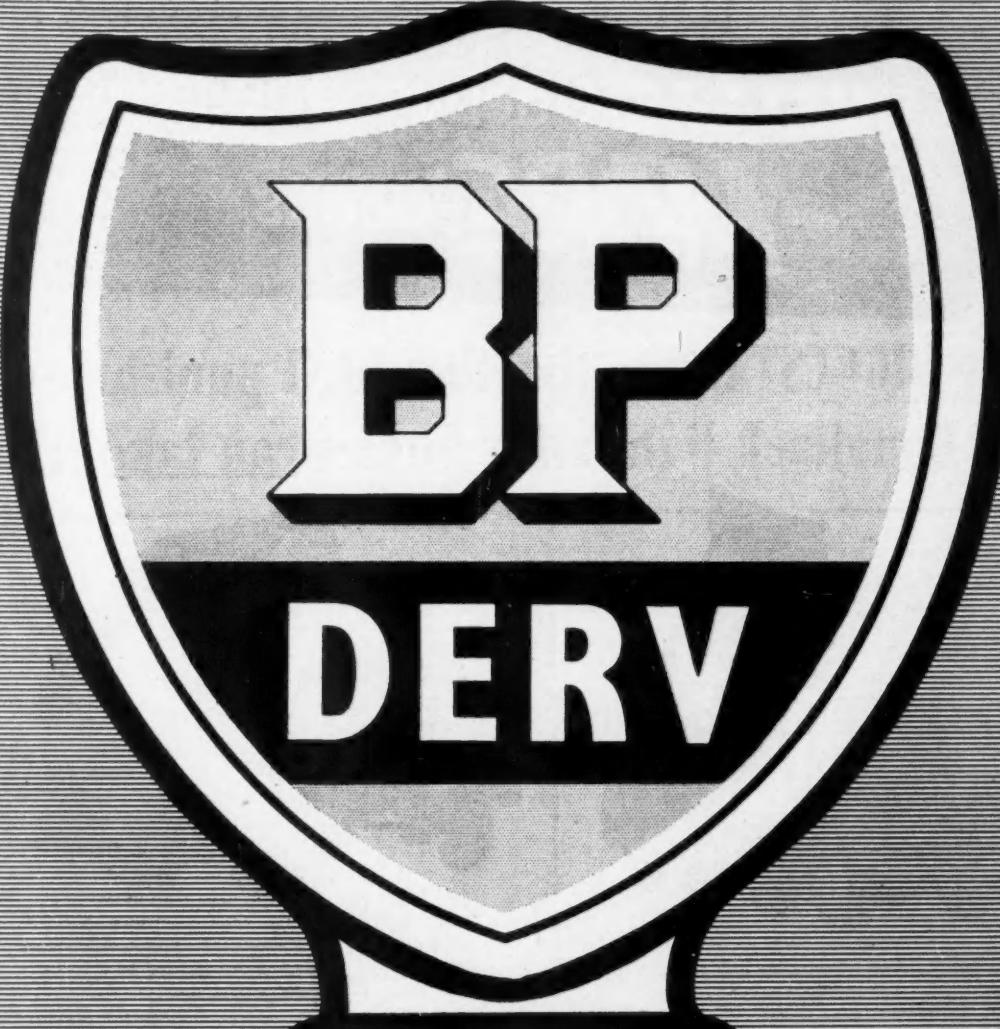
by the Federal Institute of Long Distance Road Haulage, who are able to keep a close check on charges because they receive copies of documents for every transaction.

A tax amounting to 6.5 per cent. of the gross rate has to be paid, and there is compulsory goods-in-transit insurance. About 20 per cent. of the total hauliers' licences in force are limited to a radius of around 150 km.

The works traffic (C-licence) operator may carry his own long-distance traffic on his own vehicles and.

### By Rapier

*C-licensees are not to blame for the failure of the railways and to introduce new legislation to restrict them would not solve the problem satisfactorily. The situation in West Germany, which is similar to that in Britain, deserves study*



## AT THE PUMP

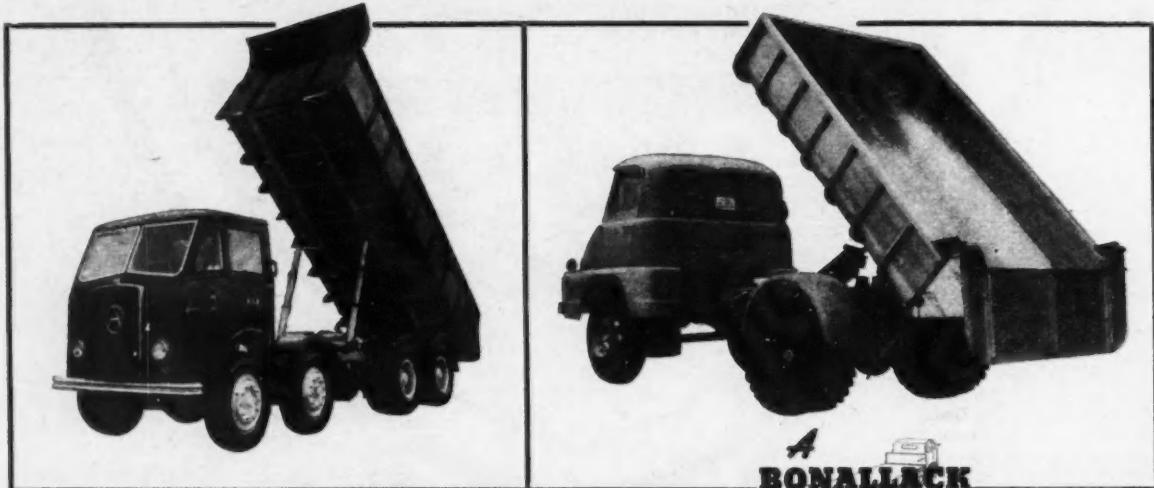
AT THE PUMP that carries this sign your drivers will be able to fill-up with the finest quality Derv in Britain. And if they always carry a Shell and BP Derv Agency Card with them, they can get Derv on credit or for cash on Agency terms at over 1,900 sites in Great Britain.



*This is the sign  
they should look for*

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Bonallack light alloy bodies can take it!



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BONALLACK tipper bodies have a high resilience factor, and are built to withstand the toughest punishment that is handed out, such as continual impact loads of stone or ore dumped heavily from mechanical grabs. This is particularly so for the floor.

A mild steel floor wears faster: it rusts over during the night, and is then worn down by abrasion. Aluminium alloy floors take only a *thin* coating of oxidisation, thus wear is a far slower process. And, at the end of its hard-working life, the scrap value of a BONALLACK body is considerable too—well in excess of that for timber or steel.

The light and extraordinarily strong alloy will neither rot, warp, rust nor splinter. Trucks like these take a tremendous battering, yet a BONALLACK body lasts the full life of the chassis.

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although he does not require a special licence, he must notify the controlling authority of all vehicles with more than 4 tons' carrying capacity. Taxation is reckoned on a basic ton per kilometre scale, and copies of all documents relating to work done by vehicles capable of carrying a ton or more have to be sent to the controlling authority. This body operates in conjunction with the police in the same way as a Licensing Authority in this country. Among its responsibilities are conformity with licensing conditions, hours of work, vehicle maintenance and proper documentation.

Each licensed lorry carries a plate about 2 ft. by 1 ft., which indicates the vehicle's base, its registered number and other details. It also has a bold stripe—red for a long-distance licence, blue for a limitation of 150 km., and yellow for furniture removals.

Licence applications are heard by a Government authority in the presence of such bodies as chambers of commerce, the railway, trade unions and trade associations.

### Bird's Eye View

A LARGE order for Bedford buses may, I hear, be placed by a Scottish municipality. The annual analysis of municipal bus fleets compiled by *The Commercial Motor*, which was published on December 6 last year, showed a total of 62 Bedfords out of an aggregate fleet of 18,880 run by British municipalities. Edinburgh Corporation were among the operators, with 15 Bedfords.

### *Co-operation*

OPERATORS report that, with notable exceptions, vehicle manufacturers are becoming more amenable to suggestions for the improvement of design and service. No doubt the pinch of competition has accounted for this welcome attitude.

An outstanding example of what can be done when men who know what they want and men who know how to do it get together, is the Dennis Paravan, described on pages 48-50. Credit is due to Dennis Bros., Ltd., for so quickly taking up the suggestions put forward by Mr. R. B. Brittain and his colleagues in the express carriers' group of the Road Haulage Association. They should reap a rich harvest.

### *Veteran Enthusiast*

AT the Dennis works, at Guildford, last week, my old friend, Clifford Scott, introduced me to Mr. G. N. Grenside, an engaging individualist who has a consuming passion for antique fire-engines. He is the guiding spirit in the Dennis Apprentices Association, whose members, with Mr. Grenside's encouragement, financial and otherwise, buy old fire-engines and recondition them in their spare time.

He showed me with pride a 1914 model on which he was working. It was originally delivered to Coventry Fire Brigade and was later bought by G.E.C. Mr. Grenside unearthed it this year and had an adventurous 11-hour journey back to Guildford with it. The Association also have a 1929 model. A 1928 model has been sold to Lord Montagu for his museum.

Apprentices in borrowed helmets take their veterans to car race meetings and other public functions. "It is great fun and it does the firm a bit of good," said Mr. Grenside. Unfortunately he has shortly to do his national service with the R.A.F. and Dennis will lose a great enthusiast.

### *Peace-Maker Retires*

AT last Sir Wilfred Neden, Chief Industrial Commissioner at the Ministry of Labour, who has unhappily become so well known to bus operators, is to retire. On August 24 he will be succeeded by Mr. P. H. St. John Wilson, who has been Under-Secretary of the industrial relations department at the Ministry since January last year. He is 50 and is the eldest son of Bishop H. A. Wilson, one-time Bishop of Chelmsford.

The licences of a complete concern, but not of an individual vehicle, are transferable. Trailers do not have to be licensed.

It seems that German Railways, with their vital position in the structure of the nation's economy, are being protected by rigid control and drastic taxation of long-distance goods transport by road. With only 50,000 long-distance vehicles operating against them, they have suffered far less from competition than British Railways.

Certainly many German industrialists are far more conscious than their British counterparts of the undesirability of undermining the railways' position. There is also strong public feeling about congestion on the roads.

Germany is within easy reach of the so-called experts at Westminster, and as the Germans are struggling with a problem similar to our own, joint consultations could probably be valuable. We should not take a line of our own and continue to vivisect the transport industry for political purposes.

## Big Business

### By The Hawk

He joined the Ministry in 1930 after leaving Cambridge, and has had wide experience in employment and training work. It is to be hoped that road transport operators will not need his services.

### *Under the Skin*

STANDARDIZED tyre prices may suggest to the casual observer stagnation and collusion in the industry. In fact, it masks extremely keen competition among manufacturers for business on the basis of service. They are outbidding one another by providing complete tyre-record systems and inspections free of charge, each trying to produce a more elaborate system than the other.

A big operator told me the other day that he had abandoned tyre recording and was in future going to rely on the good offices of the manufacturers, thereby reducing his clerical costs.

### *Internal Strife*

COMPETITION is fierce not only between makers but between subsidiary companies of the same organization. To settle a dispute about some arrangements he was making for tyre service for his nation-wide fleet, the operator called a meeting of five disgruntled representatives, each from a different subsidiary of a big group. At first they eyed each other with mild distaste, but when it was explained to them that individually their companies could not provide the service required, but collectively they could do good business, their attitude changed.

### *Heresy*

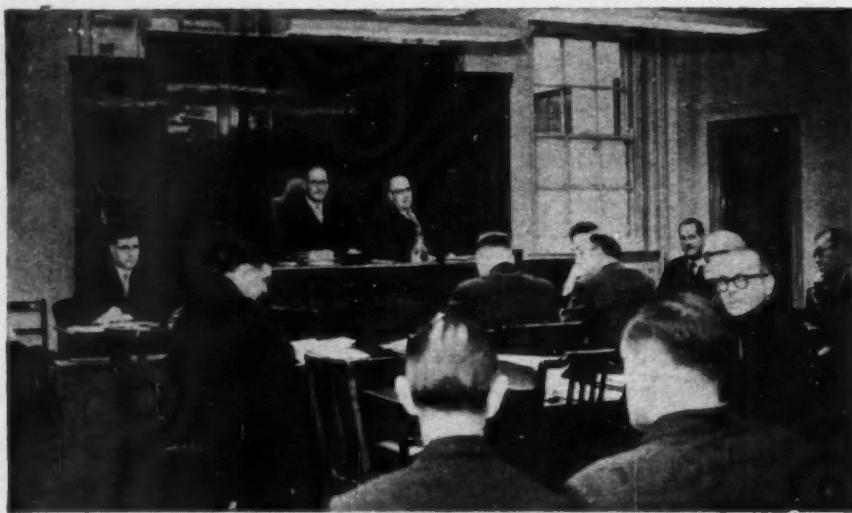
INCIDENTALLY, the operator concerned is beginning to entertain heretical doubts about the need for any kind of record of individual costs. His argument is that, as a result of improvements in vehicle design, cost figures for particular units soon become out of date for comparative purposes. He inclines to the view that only total fleet costs, with periodical samples of individual types, are necessary.

Wars have been started by less radical thinking than that.

### *The First 100,000*

IN two years eight months, the B.M.C. Drivers' Club has enrolled 100,000 members. Membership is still growing at the rate of about 500 a month and there are now more than 100 branch centres in the British Isles.

One of the aims of the club is to promote safety and courtesy on the road, and at the end of the year the first awards for immunity from blameworthy accidents for three, five- and 10-year periods will be made. There is no doubt that drivers' clubs are an inspired idea.



*A typical scene at the North Western Traffic Court, with Mr. F. Williamson, the Licensing Authority, looking down towards the legal representatives, witnesses, shorthand writer and onlookers.*

*Hundreds of Civil Servants are Employed in Controlling Road Passenger and Goods Transport in the North West*

By  
G. Duncan Jewell

THE smooth working of Britain's road haulage and passenger transport industries owes a great deal to the Licensing Authorities and Traffic Commissioners. Although some operators may regard the formalities of licensing as an inconvenience, there is no doubt that in the past 28 years they have benefited from this control. Their lot would have been far worse at the present time if they had been left to battle with unrestricted competition.

Despite the close links between operators and Licensing Authorities, many people connected with the industry still have only a vague idea of the important work carried out by this branch of the Civil Service. It was to find out exactly what happens on "the other side of the counter" that I recently took a close look at the North Western Area headquarters—probably the busiest in the country.

About £330,000 is paid into this office every year—£90,000 of it for licences and £80,000 for certificates of fitness. Meanwhile, the staff of 300 distribute more than 1½m. forms, and use about 400,000 labels and wrappers in ensuring that the regulations are observed by road users.

At the helm is Mr. F. Williamson, chairman of the Traffic Commissioners and Licensing Authority. A one-time sittings clerk, he had a hand in preparing the Transport Act, 1947, and was also a member of the Thesiger Committee. He was appointed to his present post in 1948.

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## THE LID OFF LICENSING

His deputy is Mr. J. Rutherford Lindsay, formerly a barrister, who was disbarred at his own request in 1935, and is now a practising solicitor. He took up his duties as Deputy Licensing Authority two years ago.

Directly responsible to Mr. Williamson, on the administrative side, is Mr. F. R. Ashmole, clerk to the Authority, who deals with passenger and goods licensing, control of staff, and office organization.

At the same level on the technical side is the senior certifying officer, Mr. J. F. A. Mawdsley, who is responsible for the certifying and testing of passenger vehicles, and supervising the maintenance of road transport vehicles generally.

The staff is divided into sections, including certifying, passenger and goods licensing, enforcement, and

finance and general. Each is controlled by a Higher Executive Officer.

One of an Area's most important functions is the issuing of certificates of fitness for new public service vehicles, and the regular testing and examination of existing vehicles. New goods vehicles are not similarly examined, but certifying officers make spot road checks on any vehicles which appear in poor condition. They also visit the premises of hauliers.

Mr. Mawdsley, who has supervised the technical work in the North West for many years, told me that at first inspections were not popular, and were regarded by many as official interference. Gradually, however, it was realized that examination was in the operators' own interests.

For convenience, the North West is divided into four areas—Liverpool and



*Some of the staff employed in the busy goods licensing department of the North Western Area.*

North Wales, Preston and District, and Manchester north and south, each in the charge of a certifying officer.

New public service vehicles are examined mainly at body manufacturers before delivery to operators. Afterwards they receive a complete annual inspection and there is an exhaustive check when the licence is renewed. Vehicle examiners also make many partial inspections following mishaps and breakdowns. During the 12 months ending September 30, 1957, nearly 12,000 complete inspections were undertaken, together with more than 13,000 partial inspections. About 2,600 certificates of fitness were issued during the same period. Nearly 10,000 goods vehicles were examined, and 680 immediate and 1,073 delayed prohibitions were issued.

Difficulties sometimes arise on renewal of public service vehicle licences because operators are slack in making appointments for inspections, although reminders are sent out three months before the certificates of fitness expire. Some people do not realize that a vehicle must not be operated until a renewal has been granted.

One of the section's most important functions is investigating accidents. Examination of both goods and passenger vehicles after accidents has occasionally brought to light the failure of vital parts, and where necessary

tions by garages. About 2,000 garages are likely to apply for authorization in the North West, and they will probably have to be vetted by certifying officers. Later, continuous supervision will be necessary. Inspecting all classes of motor vehicle on the road will involve additional staff and co-operation with the police for joint patrols, but Mr. Mawdsley emphasized that his main object was vehicle fitness—not prosecutions.

The volume of work involved in goods licensing is best illustrated by the approximate figures for the year ended September 30, 1957, when new licences were granted as follows:

Public A, 500; special A, 500; Con-

tract A, 450; B licences, 2,356; and C licences, 18,000. There were more than 3,000 variations of A licences, 1,600 of B licences, and 22,000 of C licences. More than 100 public inquiries were held during the year.

The provisions of the 1956 Act regarding the supervision of elderly vehicles will probably throw much more work on certifying officers. Cars and light goods vehicles up to 30 cwt. which are 10 years of age and over will have to undergo periodical inspec-

attendance during those 12 months. A further 20 per cent. were withdrawn after publication—often just before the inquiry, and usually in the light of the objections received.

A-licence applicants appear to take the procedure more seriously, for out of about 160 new applications listed, only 24 were withdrawn. Of the 13 refused, only three were for non-attendance.

This "couldn't care less" attitude of some operators caused a serious loss of public time and money, and on several occasions inquiries were stultified by the non-appearance of all the applicants left on the list. The general opinion appears to be that the only



(Above) Work in progress in the passenger licensing department. (Left) This picture gives some idea of the paperwork involved in the driving-test department.



this has been taken up with manufacturers by the Ministry of Transport. Nowadays, the majority of vehicles is well designed, but failure is sometimes due to maintenance and, in such cases, advice is given to the operators.

The provisions of the 1956 Act regarding the supervision of elderly vehicles will probably throw much more work on certifying officers. Cars and light goods vehicles up to 30 cwt. which are 10 years of age and over will have to undergo periodical inspec-

solution is some form of deposit with applications, which would be forfeited in the event of non-attendance without notification.

C-licensing also produces many problems and, besides the unnecessary work caused by having to return incomplete forms, there are headaches concerning commercial travellers, utility vehicles and the keeping of records by such people as showmen and gypsies. Again, many newcomers still have the impression that a C-carrier's licence is an open one, entitling them to carry for hire or reward.

Another recent difficulty was the practice by some Local Taxation Offices of licensing small buses as private cars, although they were used for goods. This sometimes resulted in prosecutions for operation without a C licence. A considerable number of short-term A and B licences is issued for seasonal work in connection with major road works, fuel, pea-picking and similar activities.

The volume of work handled by the

driving test section is also steadily rising, and over the past four years there has been an annual increase of 10 to 15 per cent. In the year ending March 31, 1958, 130,000 driving tests were carried out, and the average of failures was nearly 50 per cent.

One grouse from this department is that a number of people who send their drivers for test provide vehicles with unsafe loads—recently a coal lorry was laden with insecure sacks of fuel.

Nearly one third of the country's municipal bus operators are in the North Western Area, and nowhere else are there so many examples of co-operation between operators in the running of joint and through services. Licences are issued in identical form to the operators of a joint service, each being held equally responsible.

The Area has nearly 700 public service operators, holding about 12,000 licences. There are nearly 4,500 road service licences and 2,500 backings, and in the year ending March 31, 1957, the Commissioners held 136 public sittings at 21 different places. Some 2,000 applications were made for dispensations, and grants or part grants were made in about 80 per cent. of the cases.

#### More One-man Buses

Increasing use is being made of one-man buses, and at the end of last March, 204 of these vehicles were operating 518 services.

Well over 2,000 objections are received annually, of which British Railways are responsible for 40 per cent. and British Road Services for 18.9 per cent.

Mr. F. E. N. Anning, the Higher Executive Officer in charge of the licensing section, said no licence application or variation was ever rubber stamped. All were given proper consideration, even variations which the Commissioners were bound to grant.

On receipt of applications for renewal or modification of A and B licences, the operators' files are examined and any alterations checked with the applicant. It is then decided whether to publish them under the heading of Licence Continuations, Modifications, or otherwise.

The 1956 Act made a number of changes in the law. For instance, applicants for variations of road service licences now have the right to demand a hearing. They can also appeal over a refusal and so can any local authority which made representations in support, or any person providing transport facilities on or near the route.

Actually, there have been few refusals to entertain applications for variations in the past, except when a licence was almost on the point of expiry or on a second application after a very recent refusal.

The Commissioners have also been given power to hold public sittings in any convenient place, and they have been quick to take advantage of this in fares applications. Already joint sittings with the Northern, East Midland and South Wales Commissioners have been held in the North West.

The Enforcement Department is in



Mr. F. Williamson, Licensing Authority and chairman of the Traffic Commissioners for the North Western Area.

the hands of Mr. R. Boustead, and his normal work consists of sifting the hundreds of complaints and reports received each week. All are checked and followed up, and action is taken where necessary.

Apart from visiting hauliers and inspecting records, the staff of the traffic office co-operate with the vehicle examiners and the police in comprehensive checks over periods up to 24 hours. In these checks all dangerous-looking vehicles are stopped and thoroughly examined.

Their duties also include silent

checks in which, unknown to the driver, vehicles passing through a certain area are noted and reports submitted to headquarters, with the date, time, place, operator's name, registered number, and load carried. These facts are compared with the operator's log sheets at a later date.

Police activity in the Area has been on the increase during recent months and members of the enforcement staff are often required as witnesses. However, new legislation, allowing some convictions to be registered without attendance in court, has eased this position.

Traffic examiners are regarded as the "eyes and ears" of the Licensing Authority, and their opinions are often sought before decisions are given on licence applications or variations, particularly when inspection of routes and similar inquiries are needed. A comprehensive record is built up for every operator against whom enforcement action is taken, and should he persist in wrong-doing the authorities can revoke or suspend his licence or remove vehicles from it. Generally speaking, first offences are usually dealt with by way of a warning, unless they are flagrant or deliberate.

The tremendous amount of work which falls on this office can be imagined when it is realized that 177,000 vehicles are licensed in the Area. This figure is made up of 11,000 on A licence (2,200 operators), 3,000 on special A (700 operators), 4,000 on contract A (1,300 operators), 9,000 on B licence (4,000 operators), and 150,000 on C licence (75,000 operators).

About 1,500 communications are dealt with each week, and every day between £1,000 and £1,500 is handled by the finance and general section. This department also handles licences and discs, which are treated as valuable securities and are normally kept in a strong-room. They are issued only against a signature, and copy licences and discs are filed for each one taken out.

#### Forward-control Jeep for the Show

THE first forward-control Willys Overland Jeep to be imported into this country will be exhibited by Steele Griffiths, Ltd., at the Commercial Motor Show, together with a CP5 model which is unchanged from previous appearances. The two vehicles share a number of common components.

Known as the FC170, the new Jeep has a wheelbase of 103½ in. and can carry a payload of 30 cwt. Its petrol engine delivers 105 b.h.p. at 3,600 r.p.m. and 190 lb.-ft. torque at 1,400 r.p.m.

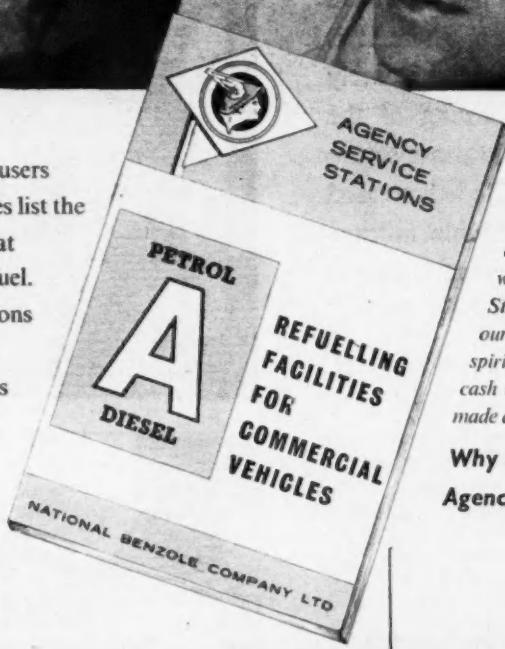
The main gearbox, with synchromesh engagement of all three forward ratios, is coupled to a two-speed transfer box providing a low range for the transmission and drive to the front wheels. Leaf springs are fitted on both axles, with long-stroke telescopic shock absorbers.

Mounted behind the front axle the engine does not intrude greatly into the cab, which is roomy and provides excellent all-round vision for the driver. The all-steel pick-up body on the vehicle to be shown is 9 ft. long by 4 ft. wide internally.

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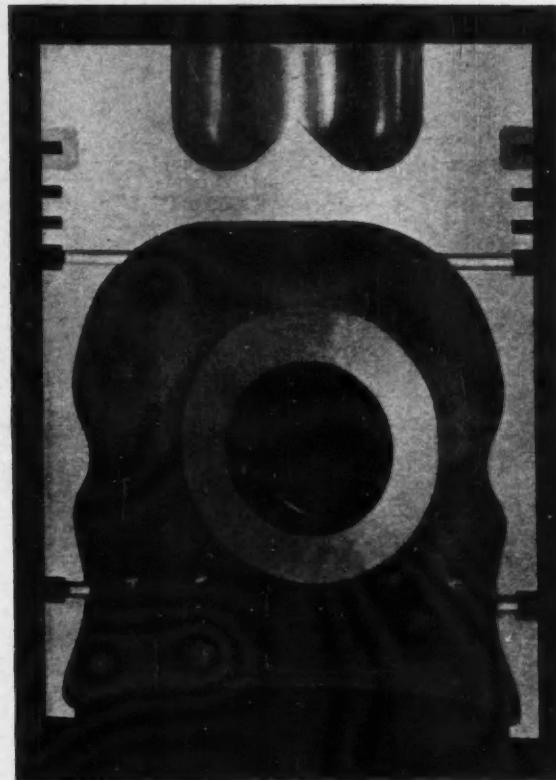


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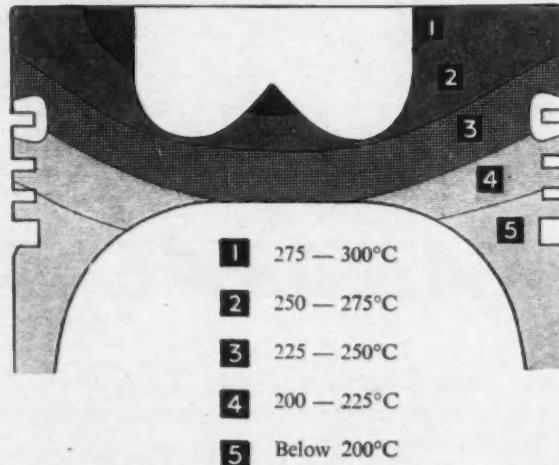
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**Political Commentary****By JANUS**

# Civil War

**T**O hear some people talk, one would imagine that the transport industry was permanently in a state of civil war. The fact that British Road Services made a profit in 1957 has been welcomed in some quarters as a triumph, and by Mr. Ernest Davies as a justification of nationalization. Presumably, the triumph is supposed to be over independent hauliers. There is no evidence, however, that they have incurred a loss, and it would be just as appropriate for them to be celebrating a victory.

Many of them would prefer to see B.R.S. come out on the right side, as this provides an assurance that nationalized rates have not been cut too drastically, and that, however much the British Transport Commission may grumble in general, at least B.R.S. have no excuse for complaining about excessive competition. Significantly, B.R.S. are sparing in the use of military symbols, and have not so far even joined in the attack on the C-licence holder.

There may be a simple reason for this. B.R.S. are concerned only with goods transport, and, therefore, are not subject to the confused thinking that sometimes bothers the Commission, who deal with both goods and passengers. There is an obvious and irreconcilable ground for quarrel between the bus and the private car—or between the bus and television.

A man buys a car because it provides him with a service of a kind that he could not possibly get from public transport, even if the Commission could run a bus or a train to his door. His decision is not greatly affected by changes in fares, and only to a limited extent by the public facilities that are available. The Commission have no way of persuading him to change his mind and to sell his car. The only outlet—and not really a very sensible one—for their chagrin is to declare war upon him, perhaps in the hope that he will be made subject to restrictions and will consequently be forced to use a train or a bus.

**The Commission's Mistake**

From time to time, the Commission have indulged in this kind of attack, although without any great success. They have apparently satisfied themselves that the same tactics are suitable for dealing with the C-licence holder. They are making a mistake, however, in imagining that there is an analogy.

It is true that, if the trader is restricted in the use of his vehicles, the professional carriers must reap the advantage, and that the same thing would happen if the running of private cars were similarly restricted. The two sets of circumstances are otherwise completely different. The car owner travels on journeys that could, for the most part, be taken by means of public transport; he uses his car because it is beyond comparison more convenient. Nothing could make him think otherwise.

The operations of the trader fall broadly into two divisions: those, such as retail delivery, for which public transport offers no comparable service and those that could well go by public carrier if he were in a position to provide the right service at the right price. In the second category, there is no impossible gulf between what the public carrier can give and what the customer can arrange for himself. The Commission can get their way with the car owner only by going to war; with the C-licence holder, they are in fair competition.

The B.T.C. more than hint that the competition is anything but fair. The C-licence operator, they say, "naturally employs his own vehicles so far as he can before making use

of public transport," so that when there is a glut in freight-carrying capacity, as the Commission maintain is the case at the present time, the public carriers are "the first to suffer." There is no need for the Commission to be any more belligerent than that. They can rely upon Mr. Davies, and others in his party, to threaten the C-licence holder in plainer terms, with the help of the ammunition that the Commission supply.

What about the ancillary user himself? His policy has recently been pathetically epitomized as one of "non-aggression" by Mr. S. C. Bond, president of the Traders' Road Transport Association. The ancillary user can hardly escape from the Commission's indictment, always supposing it to be relevant. He is bound to give his own vehicles the preference, and to leave hauliers and nationalized transport at the end of the queue. They would no doubt do the same by him.

The hardest thing for the C-licence holder is to turn the other cheek and refrain from hitting back when he is attacked. Some hint of the irritation he must feel was given recently by Mr. E. J. Chamberlain, chairman of the Yorkshire (Hull and East Riding) Division of the T.R.T.A. Many C-licensees, he said, would use hired transport, leaving their capital for business needs, if only they could be sure of getting a reliable service from hauliers.

**On the Rebound**

Mr. Chamberlain has a good point, but he has worded it a little unfortunately, possibly because of the prevailing atmosphere of fisticuffs. With the Commission and the Socialists belabouring the C-licence holder, he can be excused from expressing his opinion in the form of an attack. It is somewhat unfortunate that he should pick on the hauliers, who have done nothing to offend him.

In the confusion, the only thing one can be certain of is that something is wrong somewhere. The Commission complain of too many vehicles chasing too few goods, whereas Mr. Chamberlain says that his goods, at any rate, are left out of the pursuit and he has to carry them himself.

Mr. Davies alleges, almost simultaneously, cut-throat competition by hauliers for such scanty traffic as is available, and excessive hours and mileages, presumably not in respect of vehicles running empty.

In this atmosphere of paradox and strife, it is reasonable to suppose that the fault mainly lies with the system. There must be plenty of hauliers in Yorkshire anxious to give Mr. Chamberlain the service he lacks. They need only the facilities, and, perhaps most of all, the licensed tonnage. Whether or not he has in the past given evidence at traffic courts in support of their applications, they appear not to be adding to their fleets a sufficient number of the right type of vehicle to give trade and industry what is required.

Hauliers may be hesitating to spend more money while one of the major political parties is threatening to put them out of business; or the Licensing Authorities, hampered by the tightening grip of case law on the licensing system, may be reluctant to grant extra tonnage without more than adequate reasons. The new importance attached to the declaration of normal user is also having a hampering effect. All the while, the volume of traffic carried illegally, without benefit of licence, is increasing. It may well be, therefore, that the licensing system is unduly restrictive and is distorting the structure of the transport industry in such a way as to cause friction and apparent contradictions.

## Planning for Profit

*This Leyland Comet 9-ft. 10-in.-wheel-base end tipper has been bought by C. W. Michie, Ltd., Aberdeen, parent company of the Highland Line Co., Ltd. It has wooden bodywork by John Gibson and Son, Ltd., Aberdeen.*

OME of the factors which go to determine the selection of the most economic type of vehicle were discussed last week. These can vary not only as to the size of traffic handled, but also according to the status of the operator. For example, an established haulier with a greater security of traffic may find the heavier class of vehicle an economic proposition, although the same vehicle for the same traffic might be an imprudent purchase for the newcomer.

Alternatively, the characteristics of the goods to be carried and the trade or industry to be served may well be the major factor in determining the maximum size of vehicle and its type. Two examples would be parcels or town delivery work and farm haulage.

Where, however, an operator—whether haulier or ancillary user—is engaged in medium- or long-distance work there may be sufficient traffic from regular sources to permit the use of alternative sizes of vehicle. In this context a comparison was made last week between the operating costs of a 16-ton oil-engined rigid eight-wheeler and an 8-9-ton four-wheeled oiler towing a 7-8-ton drawbar trailer when operating 900 miles per week.

On the assumption that the eight-wheeler would cost £5,000, the five standing costs per week were estimated to be as follows: Licences, £2 8s., wages, £9 19s. 10d., rent and rates 13s., insurance £4 12s. and interest £3, giving a total of £20 12s. 10d. The standing cost per mile would be 5.50d.

Running costs per mile were estimated as: Fuel 5.11d., lubricants 0.28d., tyres 5.12d., maintenance 2.50d. and depreciation 3.71d., a total of 16.72d. Added to the standing cost per mile, this gave a total operating cost of 22.22d. per mile. Running costs for the week would be £62 14s., and total operating cost £83 6s. 10d.

### Costs for 8-9-tonner

Similarly with the 8-9-ton four-wheeled oiler, a cost price of £3,500 was assumed. Standing costs were reckoned as: Licences £1 4s., wages £9 6s. 3d., rent and rates 10s. 6d., insurance £2 10s., and interest £2 2s.; total £15 12s. 9d.

Running costs per mile were estimated to be: Fuel 3.54d., lubricants 0.26d., tyres 2.56d., maintenance 2.28d. and depreciation 2.72d., totalling 11.36d., which, when added to the standing costs, gave an operating cost per mile of 15.53d. Total running costs for a 900-mile week would be £42 12s., making the total operating costs for the week £58 4s. 9d.

Corresponding costs for the 7-8-ton four-wheeled drawbar trailer were: Licences 8s., wages £9 4s. (which includes not only the mate's wage, but also the extra amount which would be payable to the driver because of increased carrying capacity), rent and rates 9s. 6d., insurance 4s. 4d., and interest 10s. 10d.; total £10 16s. 8d., or 2.89d. per mile.

Fuel was reckoned at 1.10d. per mile (resulting from the increased fuel consumption of the towing vehicle when operating with the trailer), lubricants at 0.13d., tyres at 1.36d., maintenance at 0.53d. and depreciation at 0.64d., giving a total of 3.76d., and an operating cost per mile of 6.65d. Running costs for the week thus amounted to £14 2s. and operating costs to £24 18s. 8d. The total operating cost of a four-wheeler and trailer would therefore be £83 3s. 5d. (£58 4s. 9d. plus £24 8s. 8d.).

Although for the purpose of "The Commercial Motor" Tables of Operating Costs," wages are based on a 44-hour week regardless of the mileage operated, it was agreed last week that

8.30



## Middleweights or Heavies?

*A Comparison of Costs Between a Medium-weight 7-8-ton Oiler and a Heavy 8-9-tonner Suitable for Trailer Working*

as this example dealt with specific, rather than average, vehicles and operating conditions, an exception would be made to this practice.

Based on the arbitrary assumption of a 66-hour week, the resulting addition to the wages item in the case of the eight-wheeler would be approximately £6 11s., which, when added to the basic operating cost of £83 6s. 10d., gives a total of £89 17s. 10d. Correspondingly for the four-wheeler and trailer, the addition to the driver's wage would be about £6 1s. 8d., and £5 16s. 8d. to the mate's wage, totalling £11 18s. 4d. The overall operating cost worked out at £95 1s. 9d.

Unfortunately, in practice, the hypothetical assumption that sufficient regular traffic would always be available seldom occurs. Only too often does the transport manager have to make a decision between the lesser of two evils in terms of inefficiency, rather than a clear-cut choice in favour of the most economic vehicle in one set of circumstances.

For example, breweries have heavy peaks of traffic before and during holiday times when, despite the maximum of legally permitted overtime working, some addition to their fleets is required. Similar seasonal fluctuations, of course, occur in many other industries, and it is often under just such conditions as these that the temporary use of drawbar trailers is contemplated.

Continuing the comparison a stage further, I will assume that for a proportion of the year two "heavy" four-wheeled oilers are worked solo an average of 900 miles per week. Recalculating, the total operating cost for a 900-mile week would be £58 4s. 9d. per vehicle, plus an approximated amount of £6 1s. 8d. to allow for some overtime working. This gives a total of £64 6s. 5d. or £128 12s. 10d. for the two vehicles.

This latter figure would be comparable with the total weekly operating cost of £89 17s. for the eight-wheeler, assuming for the moment that the routing of traffic permitted the working of either the eight-wheeler or two four-wheeler operating solo. When peak periods were encountered, however, it would be possible to double the carrying capacity of the two solo vehicles

by adding drawbar trailers. This would, admittedly, entail outlay on trailers which would remain spare for a good proportion of the year, but this would represent a much lower outlay than the difference between a four-wheeler and an eight-wheeler.

It would also be assumed, of course, that mates could be recruited for short periods. In the case of the ancillary user this might mean the temporary drafting of men from other departments. The additional operating cost of the trailer for the 900-mile week has been shown to be a basic £24 18s. 8d. plus an estimated £5 16s. 8d. for overtime working, making £30 15s. 4d. per trailer. Two trailers at a cost of £61 10s. 8d. per week would virtually double the capacity and would be equivalent to the temporary addition of another eight-wheeler to the fleet, which in the same circumstances has been shown to cost £89 17s. 10d.

Once, however, the operation of "heavy" four-wheeled oilers solo is contemplated, with only occasional use coupled to trailers, it becomes necessary to consider a further alternative. Particularly is this so in the light of the success of the medium-weight 7-8-ton oiler.

Under normal conditions at least, the adoption of this class of vehicle would preclude the use of a drawbar trailer. Compensating to some extent for this disadvantage would be the lower operating cost. Dependent on the ratio of solo-to-trailer running when the "heavy" four-wheeler was used, it could be that the overall yearly cost of operating the medium-weight 7-8-tonners, even with the addition of the hire cost (in the case of the ancillary user) or sub-hire costs (in the case of the haulier) because of the inability to draw trailers at peak periods, would be less expensive.

Assuming that the medium-weight 7-8-ton oiler cost £2,000 and has an unladen weight of 3 tons 4 cwt., the weekly standing cost for licences would be 15s. 6d. Wages, in accordance with the new R.H.(64) scale, would be £8 10s. per week for this category (5-10 tons) in Grade I areas. Added to this would be

*This A.E.C. Mercury, operated by Flowers Breweries, Ltd., from Stratford-on-Avon, can carry 170 9-gal. casks or 850 dozen half-pint bottles.*



National Health and voluntary employers' liability insurance contributions of about 9s. 3d. Making a further addition to compensate for two weeks' holiday with pay, the total amount allocated in weekly wages would be £9 6s. 3d.

Rent and rates are assessed at 1s., whilst insurance, on the basis of a comprehensive policy for an A-licencee is reckoned at £2 4s. per week. Interest at 3 per cent. on £2,000 adds a further £1 4s., making the total weekly standing cost £14 0s. 9d., or 3.74d. per mile for 900 miles a week.

Again based on a bulk delivery price of 3s. 10d. per gal., the cost of oil fuel per mile is calculated to be 3.07d., and lubricants 0.25d. A set of tyres would cost approximately £200, which, on the basis of a life of 30,000 miles, gives a tyre cost per mile of 1.60d. Maintenance is reckoned at 2.13d. per mile.

To calculate depreciation, the cost of the original tyres is deducted from the cost price of the vehicle, leaving the balance of £1,800 from which is deducted a further £200 as the estimated residual value. Assuming a mileage life of 125,000 for this class of vehicle, the depreciation cost per mile would be 3.07d., giving a total running cost of 10.12d. per mile. Added to the standing cost, this gives an operating cost per mile of 13.86d.

The cost of operating 900 miles per week would thus be £14 0s. 9d. (standing costs), plus £37 19s. (running costs); total £51 19s. 9d. If, as in the previous example, we add to this total an approximated amount of £6 1s. 8d. for overtime working, a final total of £58 1s. 5d. is obtained, as compared with the corresponding figure of £64 6s. 5d. for the heavier four-wheeler.

Should traffic conditions be such that a comparison might be contemplated between (1) an eight-wheeler, (2) a "heavy" four-

wheeler and trailer, or (3) two medium-weight 7-8-ton oilers, the respective total costs of operating 900 miles per week on these calculations would thus be (1) £89 17s. 10d., (2) £95 1s. 9d. and (3) £16 2s. 10d.

In making these comparisons it has been assumed so far that traffic would be of sufficient volume and suitably directed to allow these alternative types of vehicle to be operated economically. Once again, in practice that would not always occur, so that the ultimate selection of a vehicle may have to be based on compromise rather than an ideal.

If, for example, the 900-mile week comprised an average of three-return trips of 150 miles for the single journey, there might well be weeks when traffic was short or difficult to "marry" satisfactorily. I will, therefore, assume that in such a week 14 tons of traffic was booked to be moved from A to B on the first trip, 7 tons on the second trip, whilst on the third trip 14 tons was again available, but made up of 7 tons from A to B and 7 tons from A to C (both 150-mile single journeys, B to C being 100 miles).

The total cost of moving this traffic by the eight-wheeler would then amount to £89 17s. 10d., plus £6 19s. 4d.; total £96 17s. 2d. The addition is caused by the cost of running the extra 100 miles at 16.72d. per mile on the last trip to make both deliveries. It is assumed, for convenience, that extra assistance at the outward loading points would be provided to

compensate for the additional driving time incurred when travelling these extra 100 miles.

The corresponding cost for the "heavy" four-wheeler and trailer would be the basic £95 1s. 9d., as previously calculated, plus 100 miles at 11.36d. per mile for the vehicle and 3.76d. per mile for the trailer—£6 6s. 2d. On the second trip it would not be necessary to take the trailer, with a saving equivalent to 300 by 3.76d.—£4 14s. In addition, there would be some saving in the mate's overtime pay, say £1 10s. The cost of operating the lorry and trailer would then read: £95 1s. 9d. plus £6 6s. 2d. less £6 4s., total £95 3s. 11d.

If two medium-weight 7-tonners were employed to move this traffic, one would be fully employed for 900 miles at a cost of £58 1s. 5d., including an appropriate allowance for overtime working. The other would operate for 600 miles, the cost then being made up of standing costs (as previously) of £14 0s. 9d., running costs (600 by 10.12d.), £25 6s., total £39 6s. 9d.

Arbitrarily assuming that the overtime allowance of £6 1s. 8d. included in the total of £58 1s. 5d. for the vehicle covering 900 miles in the week is proportionately reduced to £4 0s. 10d. for 600 miles, the total for the second vehicle becomes £43 7s. 7d.

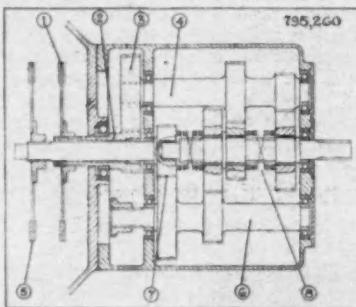
The whole of the traffic for the week would, therefore, be moved by the two middleweight 7-tonners at an overall cost of £101 9s. This is higher than the corresponding totals of £96 17s. 2d. for the eight-wheeler and £95 3s. 11d. for the "heavy" four-wheeler and trailer. The two 7-tonners, however, would provide maximum flexibility under more adverse traffic conditions. Any attempt at an estimate of the possibility, or the prevalence, of such conditions can obviously be made only by each operator according to circumstances.

S.B.

831

## A Dual-clutch Transmission

PATENT No. 795,260 shows a transmission system having two clutches and two separate power paths through the gearbox. This means that whilst one ratio is in use, the next one can be pre-selected and engaged ready for a change to be made by clutch shifting only. (David Brown and Sons (Huddersfield), Ltd., Park Gear Works, Lockwood, Huddersfield.)



The drawing shows a diagrammatic layout in which all the gears are shown in one plane for clarity. A pair of clutches is provided and can be alternatively engaged. The plate (1) drives a sleeve and pinion (2) and through it a gear (3) on the upper layshaft (4). The other plate (5) drives the lower layshaft (6) through the central shaft and the gears (7).

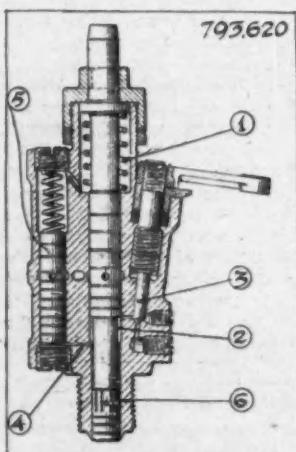
The upper layshaft carries first and third-speed gears and the lower one has the second-speed gearing. Selection is provided by dog-clutches between the gear pairs as shown at 8. A means for providing reverse gearing is also covered in the patent.

### COMBINED FUEL PUMP AND INJECTOR

SAID to be equally suitable for compression-ignition engines, or spark-ignited light-fuel engines, a combined injection pump and nozzle is shown in patent No. 793,620. It is claimed to be simpler and cheaper than the conventional separate pump and injectors. (O. Grigar, English Viertel Strasse 42, Zurich 7/32, Switzerland.)

Referring to the drawing, a two-diameter plunger is worked by rocker gear applied to the top and returned by a spring (1). The pumping space is 2, the annulus formed between the two diameters. Fuel arrives via a screw-down valve (3) which forms the main control of fuel output.

On the upstroke, a vacuum is formed in the pumping space and



vious methods, such as rubber-mounted gears, take up too much space, and have a fixed natural frequency of oscillation which can be objectionable. The present scheme requires little space and its natural frequency is automatically damped if it arises. (Caterpillar Tractor Company, 800 Davis Street, San Leandro, California, U.S.A.)

In the drawing, 1 is a bevel gear and 2 a pinion for driving the governor, which is mounted at the top of the unit shown. The essence of the drive is a coupling consisting of a number of spring-steel laminations, (3). These act as a torsion-bar, transmitting the drive but not vibrations thereof.

Should the spring attain a resonant

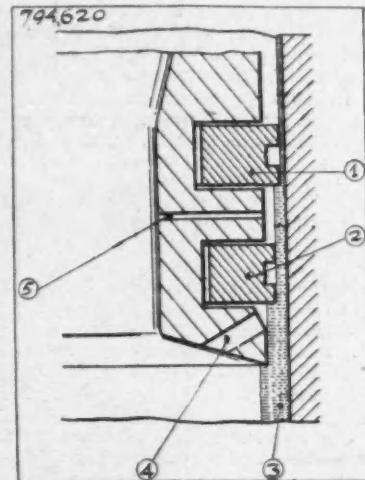
draws in as much fuel as the valve will permit to pass in the time available. On the down-stroke, the trapped fuel rises in pressure and flows through a bore (4) into the space under a spring-loaded accumulator piston (5). The adjustment of the spring governs the pressure at which the fuel is injected.

As the plunger descends further, a series of fine grooves (6) emerges from the nose and the accumulator then discharges the fuel through them, creating a fan-shaped fine spray of fuel mist in the cylinder.

When used with petrol or other light fuel, the working parts must be lubricated, and the design is arranged to give a constant circulation of oil.

### RESILIENT DRIVE FOR ENGINE GOVERNOR

CUSHIONED drives to engine governors have been designed in the past, the object being to avoid transmitting cyclic irregularities to the governor. According to patent No. 795,917 the pre-



condition, its increased deflection would bring the blades up to the edges of slots (4) and in effect shorten the effective length, thus immediately de-tuning the system. A positive abutment drive is also provided to prevent over-stressing of the spring blades during overload.

### OIL CONTROL

THE quantity of oil that reaches the combustion chamber has a decisive influence on the oil consumption of an engine and to reach the minimum compatible with certainty of lubrication is the aim of all control rings. A dual ring system for this purpose forms the subject of patent No. 794,620. (G. Ozpetz, Herrengrasse 70, Vaduz, Liechtenstein.)

The section shown is that of the bottom end of a piston skirt; here is located an upper ring (1) having a high expansive force and below it a smaller and weaker ring (2). The proportions are such that the lower one leaves an oil film of .01 mm. thickness; this is reduced by the passing of the upper one to one-tenth of this. The shaded portion (3) illustrates this at a highly magnified scale.

The return bores (4 and 5) are of sizes proportional to the quantity of oil they have to remove.

### AIR SPRING FOR VEHICLES

A PNEUMATIC suspension system forms the subject of patent No. 792,785, from Recherches Etudes Production R.E.P., 38 Avenue Pierre 1er de Serbie, Paris. The chief feature is that the natural resonant frequency of the vertical movement is made to lie in the region of 1.3 cycles per second. This is said to be most acceptable to the human frame.

### AN IMPROVED FIFTH WHEEL

PATENT No. 794,077 shows improvements in the design of fifth wheels for tractor-trailer combinations. The chief features of the scheme are simplicity and the absence of reliance on small springs. The parts are designed for manufacture mainly from castings or forgings. The patent comes from American Steel Foundries, 130 East Randolph Street, Chicago, U.S.A.

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TIPPERS a speciality, petrol or Diesel. Why not send your inquiries? A straight deal and real value guaranteed.

56-60 BROAD ST., Sheffield, 2. Phone 20311 (four lines), or Rotherham 3411 after 6 p.m. and week-ends.

E. J. BAKER AND CO. (DORKING), LTD.

BEDFORD

MAIN DEALERS.

WELCOME inquiries for early delivery all types of vehicles and Utilities.

NEW BEDFORD CA vans, available early delivery.

1953 BEDFORD 5-ton alloy van body, entire vehicle

excellent condition.

SCAMMELL trailers, several. Inquiries welcomed.

HIRE-PURCHASE, part-exchanges welcomed. Early delivery all types new BEDFORDS.

273 LONDON ROAD,

STAINES.

Staines 4211 (five lines).

1952 BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. steel body, excellent order, good tyres throughout.

1951 BEDFORD-SCAMMELL articulated unit, very good condition, good tyres, £175.

1947 BEDFORD 5-cu.-yd. tipper, wooden body, in good condition, forward control, Neville cab, £150.

1946 BEDFORD-SCAMMELL articulated unit, with 15-ft. straight-frame platform trailer, excellent

tyres, good condition, £150.

WE welcome inquiries for early delivery all types of

NEW BEDFORD commercial vehicles, articulated vehicles and Utilities.

55-61 LONDON STREET,

CHERTSEY.

Chertsey 2391.

771-353

4X2, 4 x 4, unregistered ex-W.D., low mileage.

1954, immaculate condition, £375. 17 Pearl St., Sheffield 29139.

BEDFORDS, low mileage, ex-M.O.S., 3-ton 4 x 2 and

choice of 10. Main Motors, Ltd., Woodside, Ewell, Surrey. Phone, Ewell 4662.

1952 8-type BEDFORD articulator and Scammell

trailer, ready for work, trailer and prime mover together, £400. Hayes (Middlesex) Trading, Ltd., Charlton Lane, Hayes. Phone, Hayes 4460.

771-160

## Used Goods Vehicles (contd.)

**LAWSON PIGOTT MOTORS, LTD.**  
OFFICIAL BEDFORD MAIN DEALERS.  
BEDFORDS ARE OUR BUSINESS.

WE offer for early delivery BEDFORD Luton vans, 1,000 cu. ft. on 4-ton chassis. NEW chassis built to the very best workmanship, pleasing appearance, integral cab, easy walk-in loading well, tailboard and two top rear doors, 1,000 cu. ft. capacity, approx. unladen weight 2 tons 17 cwt., in primer paintwork. Bedford 4-ton O-model chassis, overhauled, with heavy-duty engine and synchronesh gearbox, fully guaranteed. Specification and photo on application. NEW BEDFORD 3-ton long-wheelbase chassis-cab, Diesel. NEW BEDFORD 8-ton tractor with Scammell coupling. 1955-56 BEDFORD 10-12-cwt. vans. 1954-55 BEDFORD Dormobiles. 1952 BEDFORD 4-ton boxvan. 1951 BEDFORD 7-ton long-wheelbase truck. 1953 BEDFORD O model, 8-ton tractor, Diesel. 1955 BEDFORD 5-ton short-wheelbase tippers, steel bodies, Anthony hoist gear, petrol or Diesel. BEDFORD 5-ton truck, 18-ft. alloy drop-side body, Diesel. 1955 NEW BEDFORD.

NEW BEDFORDS.

EARLY delivery most models, our after-sales service is second to none. Inquiries welcomed and promptly dealt with.

PART-EXCHANGES? Certainly!

FULL hire-purchase facilities.

PHONE, BARNET 1061.  
SALES staff in attendance until 5 p.m. on Saturdays.

**184-6 EAST BARNET ROAD,**  
NEW BARNET.  
Phone, Barnet 1061.

AND

**320 KING STREET, HAMMERSMITH,**  
LONDON.  
Phone, Riverside 4111. 771-184

**ARLINGTON MOTOR CO., LTD.**  
OUR REPUTATION IS YOUR GUARANTEE.  
SELECTION OF OUR RANGE OF

USED BEDFORDS.

COMPREHENSIVE RANGE OF USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.  
1955 Petrol 5-ton short-wheelbase tippers.

1955 Petrol 3-ton long-wheelbase with boxvan body.  
1955 Diesel 4-ton long-wheelbase 1,060 cu. ft. light.

1955 alloy Luton van.

CHOICE of several BEDFORD 7-ton long-wheelbase trucks and platforms with Diesel and petrol engines.

**MAY WE  
QUOTE YOU.**

FOR YOUR

**NEW BEDFORDS.**

COMPREHENSIVE RANGE OF VEHICLES IN STOCK.  
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.  
Phone, Howard 1266.

ALSO AT

25-27 VAUXHALL BRIDGE ROAD, S.W.1.  
Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.  
Phone, 2301.

DUMBALLS ROAD, CARDIFF.  
Phone, 30641.

SALES DEPARTMENT OPEN UNTIL 5 P.M.  
SATURDAY. 771-220

1956 BEDFORD 5-ton long-wheelbase Diesel drop-side truck, excellent condition throughout, £675. Cox's Motors (Hill Top) Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 771-156

**CAPITAL MOTOR CO., LTD.**  
BEDFORD MAIN DEALERS.  
SCAMMELL DISTRIBUTORS

NEW BEDFORD vans and conversions, early delivery.  
NEW BEDFORD 25-cwt. van, petrol, 3-way loading.

NEW BEDFORD 10-ton tractor unit, 300 Diesel and 2-speed axle.

1946 BEDFORD 10-cwt. van, £50.

1951 BEDFORD 10-cwt. van, £150.

1950 (Registered) BEDFORD tractor unit, Diesel, £100.

1952 BEDFORD 4-ton truck, with helper springs, £150.

EMINGTON ST., City Rd., N.1. (Near Angel.) Clerkenwell 7456.

## Used Goods Vehicles (contd.)

**SPURLING MOTOR BODIES, LTD.**  
"THE NAME BEHIND THE SALE."  
FOR "QUALITY TESTED SECURITY."

BEDFORD 30-cwt. van, coachbuilt body, in exceptional condition.

1957 BEDFORD 6-ton forward-control Diesel truck, low mileage.

BEDFORD 5-ton short-wheelbase tippers.

1956 BEDFORD 5-ton long-wheelbase truck.

1954 BEDFORD 8-ton Diesel tractor with 20-ft. trailer.

1954-57 BEDFORD 10-12-cwt. vans, choice of several.

1951 BEDFORD 5-ton boxvan.

1951 BEDFORD 2-ton boxvan.

1949 BEDFORD 2-ton boxvan.

1946 BEDFORD 2-3-ton truck, R.C. engine, new body.

OTHER makes and types available.

PART-EXCHANGES, hire-purchase.

USED-VEHICLE INQUIRIES TO

**303 THE BROADWAY,**

CRICKLEWOOD, N.W.2.

Gila 2727 and 6687-89.

Other branches: The Hyde, N.W.9; High Rd., Wembley; High Rd., Chiswick; Watford; Rushton St., N.1; Vigo Motors, W.10; and Colchester. 771-246

BILL WALTON, LTD., wish to notify customers that he will be closed from July 26 to August 11. Chappells Garage, 190-6 Kensington Park Rd., S.E.11. Reliance 1177.

1955-6 BEDFORD Dormobile, in very good condition throughout, choice of two, from £399. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 771-242

1951 BEDFORD 5-ton long-wheelbase trucks, overhauled and repainted, £175.

1953 BEDFORD 7-ton S model tippers (petrol), fitted U-shaped steel body, overhauled and repainted, £325.

MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 771-106

**K. J. MOTORS, LTD.**

BEDFORD OFFICIAL MAIN DEALERS.

BEDFORD, 1947, 8-ton tractor unit, petrol, good tyres, £145.

WIDMORE RD., Bromley, Kent. Ravensbourne 3456. 771-186

1956 BEDFORD Model A 5-ton long-wheelbase drop-side truck, fitted with hydraulic loading, one C-licence operator, in really excellent condition throughout, quick sale, £475.

1953 BEDFORD 5-ton long-wheelbase platform truck, one C-licence operator, a really excellent machine, all tyres as new, for quick sale, £265.

1956, July, BEDFORD 12-cwt. van, mileage 21,000, one owner, a really excellent vehicle, in mint condition, for quick sale, £355. H.P. terms arranged. Iver 947. 771-236

LUTON vans, 2-3-ton, January, 1953, one owner, £325.

SMITH AND BLACKWELL, LTD., 325 Essex Rd., Islington, N.1. Canonbury 6451. 771-264

1952 BEDFORD-SCAMMELL 10-ton S-type tractor unit, petrol, good runner, choice of three, £165 each.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 771-398

1947 BEDFORD articulator, 22-ft. Tasker trailer, good condition.

T AND F MOTORS, LTD., 2a Poole Park, London, T. N.4. Phone, Archway 4582. 771-179

**Bedford Wanted**

A BEDFORD for sale! Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best price. 222-506

BEDFORD. All types wanted.

BEDFORD. All types wanted.

PHONE or write.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

**G RE 2033-4.**

August 8, 1958—THE COMMERCIAL MOTOR 39

## Used Goods Vehicles (contd.)

**COMMER**

MOTORS AND PLANT (PETERBOROUGH), LTD.  
1952 COMMER QX, underfloor engine, unladen weight 3 tons, 7 cwt., in first-class condition.

NEWARK RD., Peterborough. Phone 3558. 771-45

COMMER 7-ton QX, 1950, 18-ft. alloy flat, £275. P. and E. Finney, Ltd., Bury, Lancs. 772-39976

1950, December, COMMER 5-ton long-wheelbase, side loading truck, forward control, petrol engine, exceptionally well maintained, £200. Storrington Motors, Ltd., Storrington 400. 771-144

1953 COMMER vans, plain, from £265.

L. H. SPRING, 108 Alexandra Park Rd., N.10. Enter-prise 7667. 771-205

1953 COMMER 5-ton truck, choice of two from £255, clean, sound body, tyres reasonable.

COMMER Express delivery truck, good, first-class order, £365. Capital Motor Co., Ltd., Remington St., City Rd., N.1. (Near Angel.) Clerkenwell 7456. 771-254

2-3-TON tipper, excellent condition, ex-L.E.B., 1949. 2 Brew Brow, Ltd., 133 Old Brompton Rd., S.W.7. Fre-333. 771-229

1957 COMMER Cob, 15,000 miles, £425.

COOMBS COMMERCIAL (GUILDFORD), LTD., 62907. 771-418

1951 COMMER 3-ton boxvan.

1954 COMMER 7-cwt. pick-up, in very good order.

E. J. BAKER AND CO. (DORKING), LTD., 273 E. London Rd., Staines. Phone 4211. 771-341

1954 7-ton COMMER Model 43A, fitted with petrol gear, whole vehicle in sound condition, tyres good. Best offer secured.

M. DICKERSON, LTD., Gloucester St., Cambridge. Phone, Cambridge 56973. 771-351

BURGH HEATH SERVICE STATION.

BRIGHTON RD., Burgh Heath, Surrey. Phone, Burgh Heath 2050.

BURGH HEATH SERVICE STATION for good used

commercials. Choice of over 12, 5-12-cwt. vans, all makes, from £185-£310. 771-209

**DENNIS**

DENNIS Max 8-ton Diesel trucks, unregistered, ex-M.O.S. excellent condition, spare wheel, batteries, etc. £420 each.

W. W. VASS, LTD., Ampthill, Bedford. Ampthill 222-697

1948 5-ton DENNIS Pax long-wheelbase forward-control van body, 16-ft. length, good tyres. Excellent order, £150. Haynes Motors, 102 High St., Thame. Phone 99718. 771-39718

1952 DENNIS Max 7-8-ton 20-ft. platform truck in first-class condition.

1950 DENNIS Jubilant 8-wheel platform lorry in first-class running order. Pralls (Hereford), Ltd. Phone, Hereford 4221. 771-119

**WHALEBONE MOTORS, LTD.**

239-241 HIGH ROAD,

CHADWELL HEATH, ESSEX.

Seven Kings 5282.

SEVERAL 1953 DENNIS Horsa Diesel units, Scammell couplings, trailer for same if required. 771-250

**R. A. JORDAN, LTD.**

MAIN DENNIS DISTRIBUTORS.

(NO CONNECTION WITH ANY OTHER FIRM.)  
FOR GOOD USED VEHICLES.

1949 DENNIS Pax, normal control, petrol, long-wheelbase, 7.50 by 20 tyres, one owner, ex-brewery, platform body.

1949 DENNIS Max, Diesel, 5-speed, 19-ft. body, 36 by 8 tyres.

**NEW**

1958 DENNIS Pax III Diesel forward-control 7-ton chassis and cab, 8.25 by 20 tyres, body to requirements.

**IVEL WORKS,**

BIGGLESWADE.

Phone 2265. 771-226

1954 STORK boxvan, 900 cu. ft., £475. CM7022, care of "The Commercial Motor."

1951 DENNIS Pax, Perkins Diesel, integral cab, in very good condition, £325. Stevens, 163 Chase Cross Rd., Romford (46942). Essex. 771-224

**DIAMOND T**

DIAMOND T Diesel-engined trucks offered in good running condition at the attractive price £1,350 each. Inspection invited London area.

EVANS OF LEEDS, Waterloo Lane, Bramley, Leeds. E. 13. Phone, Fadsey 4005. 771-6462

E. W. DIAMOND T Diesel 6 by 4 tractors, in good running order; also Scammell 6 by 4 tractors with winches, in good running order. Terms and exchanges.

GLENIN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 771-391

**DODGE**

1952 5-ton DODGE long-wheelbase drop-side truck, £150. Hamblins Garage, 7 Rectory Rd., Rushden. Phone 3211. 771-428

A37

1951-53 S-type BEDFORD 7-ton short-wheelbase, U-shaped body, must be petrol, but condition of engine immaterial, four required. W. Singleton, Birch, Barnetby, Lincs. 772-9889

Used Goods Vehicles (contd.)

**1956** DODGE long-wheelbase tipper, Perkins P6, 14-ft. 6-in. body, good tyres, £850. Dudley Motor Co., Ltd., Wellington Rd., Dudley. Phone 2464. 771-35

**1954** DODGE 144R6 short-wheelbase tipper, in good condition, £700.

**1948** DODGE 2-ton petrol, good engine, £75. Cottier and Edwards Ltd., Nottingham. Phone 52213.

CAMKIN MOTORS, LTD.  
MAIN DODGE DISTRIBUTORS.

OFFERS—

**1955** DODGE 5-ton 105P6 drop-side lorries, always choice of three or four, in excellent mechanical condition.

**1955** DODGE 105P6 Duramin boxvan, roller shutter on rear, 15 ft. by 6 ft. by 6 ft. 9 in., one owner, exceptional in every way.

CAMKIN MOTORS, LTD.  
SHERBORNE, DORSET.

Phone, Sherborne 681-2.

771-248

**1954** DODGE 2-ton all-metal boxvan, ideal for carriage of meat, ready for immediate use, £245. OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1021. 771-289

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.  
200-220 CRICKLEWOOD BROADWAY,  
N.W.2.

Gladstone 2234-5-6-7.

ALL new models prompt delivery.

Full range of spares for all models.

SALES and service. Perkins Diesel service.

SEE our Miscellaneous Section advertisement for used DODGE vehicles. 771-197

**1947** DODGE 5-ton pantechnicon, 1,200-cu.-ft., very good condition, in workshop, £300.

**1948** DODGE 5-ton long-wheelbase platform truck, very clean condition, £65.

**COOMBS COMMERCIAL (GUILDFORD), LTD.** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.

COOMBS, main Ford dealers.

**1948** DODGE 5-ton, 6-cylinder P.E., 13-ft. 6-in. long-wheelbase truck, one owner, vehicle carefully maintained, very good condition, £175.

**COOMBS SERVICE STATION, LTD.** By-pass Rd., Guildford. Phone 62902-3-4. 771-312

Dodge Wanted

WANTED, DODGE, 1951 onwards. Phone or write. CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

G.R.E. 2033-4.

771-257

E.R.F.

**1946** E.R.F., articulated 23-ft. trailer, mechanically sound, £325. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. 771-193

**E.R.F.** 4-wheel pole wagon, A.E.C. 7.7 engine, 900 cu. ft. by 20 tyres, equipment, suitable for loads up to 450 cu. ft. Box CM697, care of "The Commercial Motor." 771-364

**1947** E.R.F., 6-wheeler, 22-ft. platform body, double-drive, 5-speed box, 6LW engine, clean and mechanically, very good throughout, bargain, £650.

**1947** E.R.F. artic., 7.7 engine, 5-speed box with 2-speed gear, 22-ft. body, in very good order, £550; also E.R.F. vehicles in stock. RUSH GREEN MOTORS, Langley, Hitchin, Herts. R. Stevenson 175. 771-402

**DISMANTLING** 1948 E.R.F. 8-wheeler tipper, all parts available, broken rear axle, 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill, Notts. 2623. 771-188

FODEN

**FODEN** DG615 8-wheel 18-cu.-yd. tipper fitted with twin-ram. Pilot tipping gear, £500. M. Dickerson, Ltd., Gloucester St., Cambridge 56973-4. 771-649

**1946** FODEN 8-wheeled tipper, long wheelbase, 40 ft. by 8 tyres, all very good, new coil body and tipping gear recently fitted at a cost of £700, in good order throughout. 1975, Hamblins Garage, 7 Rectory Rd., Rushden. Phone 3211. 771-40

**FODEN** DG, 6 by 4 ex-W.D. truck on 36 by 8 tyres, 6LW engine, in very good condition, £400. R. Justice, Winter Closes, Underwood, Notts. Langley Mill 3182. 771-48

A38

Used Goods Vehicles (contd.)

**FODEN** FG 5-7½ (August, 1949) boxvan, separate cab, good condition, £600. Pirbright Garage, Pirbright Rd., Southfields. Vandyke 2366. 771-282

PEPPERS GARAGE (NANTWICH), LTD.

OFFER FOR SALE

**FODEN**, first registered February, 1955, FG6/12 14-ton long-wheelbase drop-side lorry, one C-licence owner, 20-ft. body, mileage under 40,000 from new, taxed to December.

LONDON ROAD,

NANTWICH, CHESHIRE.

Phone 65591.

Used Goods Vehicles (contd.)

**1955** Thames 4-cylinder Diesel 3-ton long-wheelbase truck, £375.

**1957** Thames 5-cwt. van, green, low mileage, heater used solely for private purposes, £380.

**EDWARDS BROS. (SALISBURY), LTD.** main FORD Dealer, Castle Garage, Salisbury 530-1-2-3. 771-233

**1951** Pe Diesel, Sussex 8-ton 6-wheeled lorry, very small mileage, £295.

**M**EADWELL COMMERCIALS, Bordenley Green Rd., Birmingham, 9. Victoria 4933. 771-109

**1954**, October, FORD Perkins P6 5-ton long-wheelbase drop-side truck, new spare, fog lamp, etc. £275.

**1955** FORD 4D 5-ton drop-side truck, £475.

**F**. G. BARNES AND SONS, LTD., By-pass Rd., Guildford 3355. 771-285

FRANK G. GATES, LTD.

MAIN FORD DEALERS,

GATES CORNER, E.18.

Wan 6633.

**1957** Trader Diesel 2-ton truck, £650.

**1958** Trader Diesel 30-cwt. chassis-cab, £775.

**1956** Thames 30-cwt. Diesel van, £500.

**1950** Thames drop-side Diesel tipper, £295. 771-411

**1954** FORD 10-cwt. van, with seats and windows.

**E**. J. BAKER AND CO., (WORKING), LTD., 273 E. London Rd., Staines. Phone 4211. 771-344

**1956** 3-ton FORD Thames 4D drop-side truck, good condition, four excellent tyres, attractive value at £495. Woodyatt Motors, Milton Rd., Southend-on-Sea. Phone 43344. 771-320

**1957** 2-ton 4D Diesel van, 450 cu. ft., twin rear-chassis, 700 cu. ft., £650; another, 1955, 3-ton long-chassis, 700 cu. ft., £650. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 771-320

F.W.D.

**F.W.D.** Tractor, complete with Garwood winch. In good condition, ex-circus, £150. Pirbright Garage, Pirbright Rd., Southfields. Vandyke 2366. 771-280

GUY

**1952** GUY Otter with 4LW Gardner engine, Eaton 2-speed axle. Holmes alloy cab and Holmes double-drop-side alloy body, 16 ft. 6 in. The whole vehicle is in good condition, £275. Alma Garages (Bristol), 74 Feeder Rd., Bristol, 2. 771-440

JENSEN

THE TEN COUNTY JENSEN DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY,  
N.W.2.

Gladstone 2234-5-6-7.

FULL range of spares for all models.

SALES and service. Perkins Diesel service

EARLY delivery on all models.

771-193

KARRIER

**4X4** Unregistered low-mileage ex-W.D. trucks, c/w. Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 771-649

LAND ROVER

**1957** LAND ROVER, 88-in. wheelbase, many extras, 6,000 miles, £650. Hamblins Garage, 771-43

**1956** LAND ROVER excellent condition, low mileage, £450.

**1955** LAND ROVER, excellent condition, many extras, £430.

**COOMBS COMMERCIAL (GUILDFORD), LTD.** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 771-418

LEYLAND

**1949** LEYLAND Comet medium-wheelbase tipper, in very good order throughout. Hamblins Garage, Rectory Rd., Rushden. Phone 3211. 771-43

**1956** November, LEYLAND Comet, normal condition, 18 ft. 6 in. 2-in. wheelbase chassis and cab. LEYLAND Comet tipper, 14-ft. timber body, with extensions.

**1956** LEYLAND Comet 18-ft. 3-in. alloy drop-side truck.

**1942** LEYLAND Beaver flat-platform lorry, first-class condition.

THE vehicles advertised above have been conditioned up to our well-known standard and are covered by our Used Goods Vehicles Warranty—signed by a director of the company.

**FORD AND SLATER, LTD.**, Gwendolen Rd., Leicester. Phone 36117-9. 771-121

MAUDSLAY

THREE unregistered MAUDSLAY 8-ton Diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. 772-870

## Used Goods Vehicles (contd.)

**1948** (late) MAUDSLAY Mogul 7.7 chassis and cab, used only by C-licence operator, in perfect condition. **K. NIGHTS BROS.**, Fenstanton, Huntingdon. St. Ives (Huntington) 3325. 772-6473

**1950** MAUDSLAY twin-steer, rebuilt 1951, with replacement engine, axle, gearbox and new Mercury cab, 21-ft. drop-side body, £10,900, by 20 tons. **G. H. Kendrick, Ltd.**, Carters Green, West Bromwich 0778. 771-54

**1949** MAUDSLAY articulated 23-ft. trailer, mechanically sound throughout, £325. **9 Newthorpe Common, Eastwood, Notts**, Phone, Langley Mill 2623. 771-192

**1950** MAUDSLAY Mogul Mk. II, long-wheelbase 20-ft. body, 7.7 engine, above average condition. **COX'S MOTORS (HILL TOP) LTD.**, 127, Hill Top, Bromwich. Phone, Wednesbury 0470, 1047. 771-157

**1949** MAUDSLAY Mogul II chassis-cab, engine, Pralls (Hereford), Ltd. Phone, Hereford 4221. 771-120

## MORRIS AND MORRIS-COMMERCIAL

**4 X 4** Unregistered ex-W.D. M.O.S. rebuilds, also compressor trucks. **Cundey and Stewart, Ltd.**, Alfreton, Derbyshire. Phone, Leabrooks 477. 772-650

**T**WO 1951 MORRIS-COMMERCIAL tippers, Diesel, in good order throughout, a bargain at £185 each. **FRANK B. CORDINGLEY AND SONS LTD.**, Moss Lane, East, Manchester, 14. Phone, Moss-side 4574. 771-66

**PALMERSTON OF KINGSTON,**  
MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

**R**Eliable used vehicles in stock. **PALMERSTON COMMERCIAL MOTORS LTD.**, 75-7 Penrhyn Rd., Kingston 5618. 771-223

**W**RAY PARK GARAGES, LTD., have for offer several good second-hand commercial vehicles, 10 cwt. to 3 tons. Inquiries invited. Phone, Regisate 2263. 771-212

**1949** MORRIS 5-cwt., very good condition, £125. **Cavendish Motors**, Cavendish Rd., N.W.6. Willesden 0046-8. 771-239

**1953** MORRIS J-type 12-cwt. van, in exceptionally good condition throughout, £245. **Cavendish Motors**, Cavendish Rd., N.W.6. Willesden 0046-8. 771-241

**1954** April. MORRIS LD1 1-ton van, one C-licence operator, in excellent condition throughout, for quick sale, £325. H.P. terms arranged. Iver 947. 771-287

**1956** J2-type 15-cwt. van, in excellent order, only 14,000 miles, £398. **K.J. MOTORS, Ltd.**, Widmore Rd., Bromley, Kent. Ravensbourne 3456. 771-187

**1954** MORRIS LD2 30-cwt. van, petrol, 39,000 miles, new engine fitted 1956, metal-lined floor, re-painted grey, one C-licence owner, immaculate, £410. Waterton 6162-3. 771-357

**1946** MORRIS 1-ton van, £80. **COOMBS COMMERCIAL (GUILDFORD) LTD.**, Ports-mouth Rd., Guildford, Surrey. Phone, Guildford 62907. 771-416

**SCAMMELL**  
SCAMMELL MH6 and MH3 units and trailers; several special vehicles, pole wagons, low-loaders available. **Tilley's Ltd.**, Wolverton, Buckinghamshire. 771-776

**1950** SCAMMELL 20-ton tractor unit with Dyon 25-ton low-loader trailer, 20 ft. in well, knock-out axles, air brakes, in excellent order throughout, £1,950. Terms and exchanges.

**1950** SCAMMELL articulated tractor unit, Gardner 6LW, 6-speed box, in excellent order and appearance, choice of five; also a selection of trailers, low-loaders and tandem-axled flat and drop-sided types for use with same.

**1949** SCAMMELL rigid 8-wheeler, 24-ft. body, 6LW 6-speed box, in good running order, late property of a very large concern, well maintained, £650. **RUSH GREEN MOTORS**, Langley, Hitchin, Herts. R Stevenage 175. 771-389

**1950** SCAMMELL 6-ton Scarab units, choice of two, with or without trailers. **RUSH GREEN MOTORS**, Langley, Hitchin, Herts. R. Phone, Stevenage 175. 771-399

**1944** SCAMMELL tractor, 6LW Gardner engine, fully floating axle on twin 40 by 8 tyres, £600. **Motors, New Southend Arterial Rd.**, Hornchurch 770. 771-310

**SEDDON**  
**1947** SEDDON 6-tonner, price £225. **T. AND F. MOTORS LTD.**, 2a Poole's Park, London, T. N.4. Phone, Archway 4582. 771-178

**SEDDON** 10-ton articulator, Tasker drop-side trailer.

**SEDDON** 7-ton long-wheelbase drop-side.

**RYLAND GARAGE LTD.**, Ryland St., Birmingham, R. 16. Edgbaston 4501-5. Grams, "Diesel." 771-32

**1953** SEDDON long-wheelbase tipper, wooden body, ready for work, £700.

**1955** SEDDON long-wheelbase tipper, 15-ft. wooden body, alloy floor, well tyred, £900. **Office and Edwards, Ltd.**, Nottingham. Phone 52213. 771-150

## Used Goods Vehicles (contd.)

### SENTINEL

**SENTINEL** heavy 6-wheeler, 1953, double drive, new cab, all tyres almost new, general condition excellent, offers, please. **Western Motors, Ltd.**, Carmarthen. Phone 7496-7. 771-16

### STANDARD

**1956** STANDARD 6-cwt. van, owner driven, low mileage. **J. BAKER AND CO. (DORKING) LTD.**, 273 London Rd., Staines. Phone 4211. 771-343

### THORNYCROFT

**4 X 4** Unregistered ex-W.D. trucks, very good selection. **Cundey and Stewart, Ltd.**, Alfreton, Derbyshire. Phone, Leabrooks 477. 772-651

**1953** THORNYCROFT Nippy Star 4-ton van, lined for food stuffs, 17,000 miles only, £175. **HEADWAY COMMERCIALS**, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 771-116

### Thornycroft Wanted

**WANTED** Trident, Sturdy Special or 4-wheeled Trusty vehicles. Registered not prior to 1950. **LONGTON TRANSPORT EQUIPMENT CO. LTD.**, Longton, Stoke-on-Trent. Phone, Longton 33231. 775-6399

### TROJAN

**TROJAN** 5-cwt. van, choice of two at £165. **SMITH AND BLACKWELL LTD.**, 325 Essex Rd., Islington, N.1. Canonbury 6451. 771-265

### VULCAN

**1950**, November. **VULCAN** P6 36 by 8 18-ft. platform, £195. **TRANSPORT REPAIRERS (LIVERPOOL) LTD.**, Queen St., Liverpool, 3. Phone, Central 9421 or Royal 8746. 771-95

**1952** **VULCAN** 7G, fitted Gardner 4LW Diesel, wooden drop-side tipper, good 36 by 8 tyres. **E. J. BAKER AND CO. (DORKING) LTD.**, 55-61 London St., Chertsey 2391. 771-340

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**ROSS GARAGES (SALES) LTD.**, PENARTH ROAD, CARDIFF. Phone, Cardiff 24671.

**ATKINSON AND SEDDON MAIN DISTRIBUTORS.** ROOTES GROUP DEALERS.

### NEW VEHICLES FROM STOCK.

Atkinson 8-wheeler, Gardner 6LW, air brakes, double drive, 40 by 8 tyres.

Commer 7-ton Roots Diesel, air brakes, 13-6 wheelbase.

Commer 10-ton Unisearch 6-wheel Roots Diesel, air brakes, 22-6 long body.

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1937 A.E.C. 8-wheeler, 7.7 engine, platform. 772-689

### L. A. RICH.

COLDHAMS LANE, CHERRY HINTON, CAMBRIDGE.

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TWO G.M.C. 6-wheel-drive DUKW's, one less winch, sold as lying, £250 the pair.

**K. ARTHUR** 6-wheel-drive truck, fitted power winch, price £130.

**THORNYCROFT** 4-wheel-drive truck, 1200-2 tyre equipment, these vehicles have Rolls-Royce engines fitted (choice of two), price £125 each.

**THORNYCROFT** 4-wheel-drive truck, 1200-2 tyre equipment, these vehicles have Rolls-Royce engines fitted (choice of two), price £125 each.

**FODEN** 6-cwt. chassis and cab, very low mileage, 1,300, price £125 each.

**BEDFORD** 200-gal. water tankers, fitted Mono pumping system, price £95.

**BEDFORD** OY 5-ton fixed-side truck, condition as new (choice of 10), price £90 each.

**BEDFORD** 28 and Morris E engines, as new, price £25 each.

**AUSTIN** 8 and Standard 9 engines, as new, price £22 each.

**BIRD'S COMMERCIAL MOTORS LTD.**, BIRMINGHAM ROAD, STRATFORD-ON-AVON.

Phone 3222-34 and 2136. Telegrams, "Quicksale."

### USED GOODS VEHICLES.

TWO LOW-LOADING 8-WHEEL 10-TON TRAILERS.

20 FT. LONG, EXCELLENT CONDITION.

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(Supplement)

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### WILDE AND BENNETT, LTD.

BRAND-NEW Commer TS3, Bedford and similar 7-10-ton long-wheelbase lorries, with special A licences, East Midlands, North West, Metropolitan and South Eastern areas.

**1955** Model LEYLAND Comet 8-10-ton long-wheelbase lorry, 19-ft. platform, very clean, £1,250, available with special A licence Metropolitan and South Eastern areas.

**1954** AUSTIN FC 5-ton long-wheelbase tipper, Pilot twin-ram gear, 15-ft. panel-sided body, only £375.

**1951** BEDFORD 5-ton long-wheelbase lorry, with special A licence North West and Northern areas.

**1951** BEDFORD 7-ton long-wheelbase lorry, clean condition, with special licence 3 tons South Eastern and South Western areas.

**1948** AUSTIN FC 5-ton long-wheelbase lorry, with special A licence 3 tons 15 cwt. Western areas, £1,250.

**1951** BEDFORD Diesel 7-ton long-wheelbase lorry, with unregistered A licence 3 tons East Midland area, clean and good, £1,550.

**1953** Model AUSTIN Lodestar 5-ton long-wheelbase drop-side lorry, exceptionally clean and good having been owner-driven and maintained and £1,250, or available with special A licence Northern and North West areas, £1,100.

**1955** DODGE Diesel 10-12-ton articulated lorry, with special A licence, Scottish area, £2,250.

**1955** BEDFORD 4-ton long-wheelbase lorry, small mileage, one owner, very clean, only £395.

**1955** LEYLAND Comet 8-10-ton long-wheelbase tipper, smart and clean, £1,650.

**1954** MAUDSLAY 8-10-ton long-wheelbase lorry, 20-ft. platform, clean and good condition, only £550, or available with special A licence, Metropolitan and South Eastern areas.

**1950** COMMER 6.7-ton long-wheelbase lorry, with special A licence 3 tons 15 cwt. Western area, £1,250.

**1955** BEDFORD 5-ton long-wheelbase tipper, very clean and good condition, one careful owner, only £495, available with special A licence, North West and East Midlands areas.

**1948** THORNYCROFT Sturdy Diesel 6-ton long-wheelbase lorry, exceptionally clean and good, available with special A licence most areas.

**1952** THORNYCROFT Sturdy Diesel 6.7-ton long-wheelbase lorry, with special A licence 3 tons Northern and North Western areas.

**1943** FODEN 12-ton 6-wheel lorry, with special A licence, Metropolitan and South Eastern areas, £1,650.

**TRAILERS** with special A licences, Metropolitan and South Eastern areas.

TERMS AND EXCHANGES.

**WILDE AND BENNETT, LTD.**, HADFIELD, MANCHESTER.

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### MOORWELL MOTORS, LTD.

THE SOUTH WALES ROOTES GROUP MAIN DEALERS.

### NEW AND USED COMMERCIAL VEHICLES

366 NEWPORT ROAD, CARDIFF.

Phone, 44336.

THE following used vehicles are offered at very attractive prices:—

**1955** MORRIS (B.M.C. Diesel) 5-ton F/C long-wheelbase drop-side truck (choice of two).

**1955** COMMER 5-ton 13-ft. 6-wheel-side chassis cab on 9 by 6 tyres (Rootes Diesel engine).

**1955** FORDSON Thames 3-ton long-wheelbase extended chassis-cab with 17-ft. drop-side body.

771-715

EX-W.D. long-wheelbase Austins and Bedfords, £120 and £130.

**QL** BEDFORD with power winch, £130.

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### AREA COMMERC DEALERS.

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USED vehicles:—

**1948** 2-ton AUSTIN tipper, in good running order.

**1946** ATKINSON 6-wheeler, twin drive, Gardner 6-cylinder engine.

**1955** SEDDON, fitted with Boys trailer axle, 23-ft. body, wrap-round screen, Perkins P6 engine.

**1952** 10-ton AUSTIN articulator, in excellent condition.

**1956** 10-ton COMMERC articulator, with Hand-trailer, Roots Diesel engine.

**BEDFORD** 1956 12-cwt. van.

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A39

Used Goods Vehicles (contd.)

**SIDFORD CAR SALES,**  
COMMERCIAL ROAD,  
SOUTHAMPTON.  
Phone 25252.

**E STATES.**

**1958** (Model) FORD Squire, grey, heater, speedo reading 5,000, one owner, £625.  
**1955** HILLMAN Estate, dual grey, speedo reading 25,000, heater, £535.  
**1954** Thames Estate type, black and grey, £345.  
**1954** (Model) BEDFORD Dormobile, dual blue, £425.  
**1953** HILLMAN estate, green, heater, £425.  
**1950** BEDFORD Martin Walker, green, £225.  
**1948** LEA FRANCIS estate type, £280.  
**1948** LEA FRANCIS estate type, £175.  
**1947** HILLMAN 10 h.p., grey, £225.

**COMMERCIALS.**

**1958** (Model) COWLEY pick-up, green, speedo reading 5,000, tilt bench seat, one owner, cost new £640, our price £525.  
**1958** COWLEY 5-cwt. van, green, heater, extra seat, speedo reading 6,000, one owner, £395.  
**1957** A55 10-cwt. van, grey, speedo reading 3,000, heater, as new, £515.  
**1957** MORRIS 10-cwt. van, grey, speedo reading 10,000, £480.  
**1957** (Model) A35 van, grey, speedo reading 15,000, extra seat, one owner, £395.  
**1956** FORD Thames 7-cwt. van, grey, one owner, £355.  
**1956** AUSTIN 10-cwt. van, grey, one owner, £350.  
**1956** (Model) A30 van, grey, £325.  
**1955** Thames van 5-cwt., grey, heater, £155.  
**1955** FORD 10-cwt. blue van, speedo reading 24,000, £245.  
**1953** MORRIS Cowley van, heater, £295.  
**1953** FORD 10-cwt. van, cream, £195.  
**1953** FORDSON 5-cwt. van, green, £195.  
**1953** September, TROJAN van, black, £65.  
**1948** FORDSON 10-cwt. van, green, £95.  
**1947** BRADFORD van, green, taxed, £85.

**HEAVY COMMERCIALS.**

**1955** BEDFORD Diesel 5-ton long-wheelbase double-drop-side truck, green, £550.  
**1954** (Model) BEDFORD 20-25-cwt. Spouting body van, blue, £350.  
**1954** AUSTIN 5-ton long-wheelbase double-drop-side truck, green, £125.  
**1954** (Model) SEDDON Diesel 3-ton long-wheelbase drop-side truck, £395.  
**1953** AUSTIN 5-ton 5-cu.-yd. tipper (choice of two), grey, from £395.  
**1952** DOGON Diesel, 6-cu.-yd. hydraulic tipper, £395.  
**1951** (Registered) BEDFORD 5-ton long-wheelbase double-drop-side hydraulic tipper, recent reconditioned engine, blue, £265.  
**1951** FORD Thames 2-ton van, blue, £150.  
**1950** AUSTIN 2-ton 700-cu.-ft. pantechnicon, Tiverton body, £275.  
**1950** SEDDON 6-ton long-wheelbase platform truck, recent reconditioned engine, excellent throughout, £350.  
**1949** BEDFORD 5-ton long-wheelbase platform truck, £125.  
**1949** Cattle container body, suitable 5-ton truck, £175.  
**1948** AUSTIN 25-cwt. drop-side truck, £185.  
**1947** BEDFORD 2.3-ton cattle truck, green, £165.  
**1947** COMMER Q25 van, blue, £65.  
**1947** BEDFORD 3-ton 4-cu.-yd. hydraulic tipper, very good order, £125.

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COMMERCIAL ROAD,  
SOUTHAMPTON. 771-423

**SELLERS AND BATTY (SALES), LTD.**  
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Phone, Peterborough 4048; Midgate 320.

**E.R.F., FORD, SENTINEL.**

**1936** A.E.C. 2.7 8-wheeler flat, fitted booster box, single drive, medium wheelbase, suitable for tipper, good condition, recently rebuilt, cheap to clear, £295.  
**1955** BEDFORD P6 5-ton drop-side truck, one owner, immaculate, £625.  
**1956** AUSTIN 5-ton chassis and cab, fitted all heavy-duty equipment, 25-in. Baco extension, £25 by 20 rear tyres.  
**1954** FORD Thames ET7 platform lorry, fitted Perkins P6, general condition very good.  
**1954** AUSTIN 5-ton chassis and cab, 5-ton long-wheelbase platform, heavy-duty equipment, £295.  
**1948** E.R.F. model C14 platform lorry, fitted Gardner 4LW, tyre equipment very good.

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AND**

**H.P. TERMS  
AVAILABLE.** 771-46

Used Goods Vehicles (contd.)

**RUFFORD MOTOR CO., LTD.**  
OFFER—

**NEW** E.R.F. 8-wheel double-drive 6-cylinder Gardner engine, 21-t. alloy bodied hydraulic tipper, special A licence can be supplied East Midland, Metropolitan or North Western Area.

**NEW** DODGE 7-ton 15-ft. hydraulic tipper, new type, or long-wheelbase 20-ft. flat, can be supplied with special A licence, Yorkshire or East Midland Area.

**1948** ATKINSON 8-wheel double-drive 21-ft. hydraulic tipper, Ebdro gear, 6-cylinder Gardner engine, 40 by 8 tyres.

**1950** FODEN 8-wheel double-drive 21-ft. hydraulic tipper, Pilot gear, 40 by 8 tyres, Gardner engine.

**1952** FODEN 8-wheel double-drive 22-ft. steel body, hydraulic tipper, 2-stroke engine, very clean.

**1946** LEYLAND Hippo 6-wheel double-drive 18-ft. steel body, hydraulic tipper.

**A**NY of the above machines can be supplied with special A licence, 21-ft. long-wheelbase, 20-ft. flat.

**1956** B.M.C. 15-cwt. drop-sided hydraulic tipper, very sound, choice of two.

**1955** REBUILT E.R.F. twin steer, 16-ft. alloy-bodied hydraulic tipper.

**1956** FORD 12-ft. hydraulic tipper, high sided.

**1950** DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, reprepaired.

**1954** SEDDON 14-ft. hydraulic tipper.

**1955** REBUILT E.R.F. 16-ft. alloy-bodied hydraulic tipper, 4-cylinder Gardner, £750.

**1954** BEDFORD long-wheelbase 16-ft. drop-sided truck, R6 engine.

**1952** BEDFORD 7-ton short-wheelbase hydraulic tipper, petrol engine, £1000.

**1951** ALBION Chieftain, 16-ft. flat.

**1949** FODEN 4-wheel, fitted 4LW Gardner engine, 18-ft. flat.

**1952** ATKINSON 22-ft. hydraulic tipper, drop-sided body, 40 by 8 tyres.

**1956** SEDDON 14-ft. hydraulic tipper, P6 engine.

**1955** LEYLAND Comet 18-ft. alloy body, new engine.

**CHOICE** of 50 other trucks, from £50 upwards.

**MILE HILL GARAGE,**  
CHESTERFIELD ROAD, NORTH,  
MANFIELD.

Phone 2314-5. 771-104

**1956** DODGE 145 AR6 coal tipper.

**1953** MORRIS 5-ton Diesel.

**1949** FODEN 6-wheeler.

**1948** MAUDSLAY twin-steer with special A (Yorkshire area), £1000.

**1948** NEW DODGE 146 AR6 double-drop-side (choice of two).

**PARRS (LEICESTER), LTD.**

ABBEY LANE, LEICESTER.

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**SHELDON MOTOR SERVICES,**

2119 COVENTRY ROAD,

SHELDON, BIRMINGHAM, 26.

Phone, Sheldon 4386-7.

**FORDSON 4D Diesel tipper, 1955-6, £400.**

**DODGE 3-ton 750-cu.-ft. Luton van, in excellent condition.**

**COMMER 35-cwt. van, recent reconditioned engine, good tyres, an exceptional bargain at £50.**

**COMMER 1951 5-ton long-wheelbase truck, £300.**

**TERMS, exchanges.** 771-24

**JESSUPS (ROMFORD), LTD.**

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**BEDFORD MAIN DEALERS AND PERKINS SIGNHOLDERS.**

**1954** BEDFORD 7-ton tipper.

**1950** FORD 2-ton van, fitted 4-cylinder Cost Cutter engine.

**1949** BEDFORD 5-ton platform, petrol.

**1947** BEDFORD 5-ton tipper.

**JESSUPS (STRATFORD), LTD.**

**1956** BEDFORD 7-ton Diesel platform, fitted with 9.00 by 20 12-ply tyres, excellent condition, £540.

**1956** SEDDON 3-ton Diesel truck and tilt, £625.

**1956** BEDFORD 5-ton truck, petrol, choice of two, in excellent condition, £625.

**1955** BEDFORD short-wheelbase tipper, petrol, £550.

**1952** BEDFORD 10-ton Scammell unit, petrol, £365.

**1952** BEDFORD 4-ton truck, petrol, £295.

**1952** SELECTION 10-12-cwt. vans, Dormobiles, etc.

125-134 HIGH STREET,

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OFFER FOR IMMEDIATE DELIVERY  
NEW A.E.C., LEYLAND, ALBION, FODEN, E.R.F.,  
AND THORNYCROFT VEHICLES.

**200 SECOND-HAND COMMERCIAL VEHICLES**  
INCLUDING:—

**1956** A.E.C. Mercury, 22-ft. flat.

**1955** A.E.C. 8-wheeler, 9.6, double drive, immaculate.

**1954** ALBION 8-wheeler 11.3, double drive, 24-ft. flat.

**1954** ATKINSON, 5LW, twin steer; choice of two.

**1953** FODEN 2-stroke, fitted latest Mark V engine

**A**Number of 6- and 8-wheelers from 1948 onwards

**LARGEST** stocks in the North of England.

**S**END for detailed list. Spares for all types of commercial vehicles.

**NIGHT** phone, Misfield 3183, 2160.

**SPARE** Parts Depot, Bradford 64331-4.

**WALES.** R. Cowell, Newport 59866.

**SCOTLAND.** A. L. E. Simpson, Dunblane 2273, 771-136

**T**WO new and unregistered FODEN 8-wheelers, fitted with 6LW Gardner engine, double-drive rear axles, 9.00 by 20 14-ply tyres, air braking, 24-ft. platform body.

**O**NE FODEN 1951 8-wheeler, 8-wheel, 6-cylinder engine, 24-ft. platform body, 9.00 by 20 14-ply tyres, very clean.

**O**NE 1951 and 1954 FODEN 8-wheel, 8-cylinder engine, fitted with F10 tipping gear, on 9.00 by 20 tyres, wooden 22-ft. bodies, medium wheelbase.

**DODGE** platform vehicle, complete with special A licence, 21-ft. 16 cwt.

**DODGE** platform, complete with special A licence, 4-ton 8 cwt.

**1948** choice of seven.

**EVERAL** 8-wheelers, 9.6-litre engines, double-drive rear axles, U-7 Pilot tippers, 21-ft. wooden bodies, 16-ft. 9-in. wheelbase, perfect condition.

**MURPHY BROS., LTD.**

FEATURE BUILDINGS,  
MELTON ROAD,  
THURMASTON, NEAR LEICESTER.

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**MAYFAIR GARAGES (TAMWORTH), LTD.**

COLESHILL ROAD, FAZELEY,  
TAMWORTH, STAFFS.

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**THE COMMERCIAL MOTOR SPECIALISTS.**  
OFFER THE FOLLOWING CAREFULLY SELECTED USED VEHICLES.

**C**OMMER IS3 7-tonner, registered November, 1956, fitted with Ebdro twin-ratio gear and alloy end tipping body, 12 ft. 6 in. with 3-ft. 6-in. sides, condition as new, £1,400.

**S**ENTINEL Light 6-wheeler registered 1952, 20-ft. platform body, 4-cylinder D1 engine, Servo brakes, very good condition, £625.

**F**ORD TH14D Diesel drop-side truck, 1954, with 12-ft. 6-in. drop-side body, repainted maroon, in very good condition, £385.

**L**YLAND Octopus 8-wheeler drop-side lorry, November, 1955, fitted with Leyland 6-cylinder 600 D1 engine, 3-speed gearbox, double-drive rear axles, 2000 by 20 heavy-duty tyres, 24-ft. 10 in. drop-side body, fitted heater, genuine mileage 80,000, condition as new, £2,950.

**F**ODEN D.G.6-12 ex-Government vehicle, first registered 1949, fitted reconditioned Gardner 6LW engine, 3-speed gearbox, double-drive rear axles, 21-ft. drop-side body, in very good condition, £800.

**A**USTIN long-wheelbase 5-ton twin-ratio end tippers, fitted Perkins P6 engines, good tyres and general condition, choice of two.

**S**ENTINEL 4-wheeler, twin-ratio end tipper, 1953, 4-cylinder D1 engine, in good condition, £450.

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**L**EYLAND Comet, long-wheelbase tipper, 1949.

**L**EYLAND Comet short-wheelbase 1949 standard tipper.

**A**USTIN A35 van, June, 1957, excellent condition.

**V**ULCAN, P6, long-wheelbase drop-side, April, 1951.

**C**OMMER Cob, 1957 models, choice of two in immaculate condition.

**M**ORRIS 1-ton van, June, 1956, in very good condition.

**N**EWCASTLE (STAFFS) MOTOR CO., LTD.

NEWCASTLE ROAD,

TRENT VALE,

STOKE-ON-TRENT.

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**HARRY DANDO,**

VAUXHALL AND BEDFORD MAIN DEALERS,  
WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines).

**YORK** trailers. We stock the full range of the new British-built York trailers, including semi-trailers, maximum loading 16 tons, double-axle semi-trailers, 25 ft. long. Much the best trailers built today.

**TRADE** for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

### NEW VEHICLES

FOR IMMEDIATE DELIVERY.—

**BEDFORD** 7-ton U-shaped steel tipper, R6 engine, Eaton 2-speed axle, 9.00 by 20 tyres, this vehicle is new but registered and unused, £1,950, maker's guarantee.

**BEDFORD** 6-ton medium-wheelbase (132-in.), Bedford Diesel engine, £1,466.

**BEDFORD** Martin Walter ambulance, mounted on 10-12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused, £775.

**BEDFORD** 10-12-cwt. drop-side, separate cab, pick-up truck, £624 11s. 3d.

**FODEN** 14-ton, 6-in-wheelbase double-drive 8-wheeler, 6LW Gardner engine, chassis and cab and tipping gear, body to purchaser's specification.

### SPECIAL A LICENCE.

SOUTH WALES AND WEST.

**SEDDON** 1948 long-wheelbase drop-side lorry, this is an exceptionally good vehicle, has a 4LW Gardner engine, all good tyres £1,500.

**BEDFORD** (June, 1958), Bedford Diesel, medium-wheelbase 6-tonner, 14-ft. 6-in. platform body, £2,200.

**LEYLAND** Octopus, 1952, long-wheelbase, drop side, in good condition throughout, £3,750.

### LONG WHEELBASE.

**LEYLAND** Octopus, 1951, in exceptionally good condition throughout, works-reconditioned engine fitted six months ago, £2,300.

**ALBION** 1950 double-drive 8-wheeler, 24-ft. platform body, Albion engine, the complete machine is in exceptionally good condition, £1,200.

**E.R.F.** 1943, 5LW Gardner engine, very clean wagon, £500.

**BEDFORD** 1953 Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 10,000 miles, £1,000.

**ALBION** 1951 Chieftain, lightweight body, wood sides, good condition throughout, £600.

**GY** Otter, 1953, 16-2-speed rear axle, platform body, clean machine, in good mechanical condition, £650.

**BEDFORD** 7-ton, R6, long wheelbase, 1954, one owner, £625.

**BEDFORD** 1949 long-wheelbase standard 5-ton, fitted with Tiverton cattle truck, Tiverton fold-over underfloor frame, body can be easily dismantled to convert to ordinary platform lorry but is still a perfect cattle truck and suitable for horses, £400.

**FORDSON** 1953 5-ton long-wheelbase drop-side truck, P6 engine, excellent condition throughout, £350.

**BEDFORD** 1953 7-ton long-wheelbase petrol drop-side truck, £350.

**FODEN** 1939 long-wheelbase platform, 4LW Gardner, in very nice condition throughout, £350.

**SEDDON** 1947 long-wheelbase double-dropside, £275.

### TRAILERS AND ARTICULATED.

**YORK** new 10-ton, 25-ft. platform trailers, S.A.E. coupling, 9.00 by 20 tyres, £728.

**DYSON** new 15-ton 20-ton low-loading semi-trailer, 20 ft. in well, vacuum brakes, £1,575.

**MAUDSLAY** 1948 long-wheelbase platform, A.E.C. 7.7 engine, in fair condition throughout, £600.

**ALBION** 1945 long-wheelbase platform, 4LW Gardner engine, good condition throughout, £200.

**AUSTIN** 1951 3-way vans, quite good condition, choice of three, £100.

**LEYLAND** Comet long-wheelbase, 1952, normal control, good condition throughout, 18-ft. platform body, £800.

**MAUDSLAY** 1948 long-wheelbase platform, A.E.C. 7.7 engine, in fair condition throughout, £600.

**ALBION** 1945 long-wheelbase platform, 4LW Gardner engine, good condition throughout, £200.

**AUSTIN** 1951 3-way vans, quite good condition, choice of three, £100.

**LEYLAND** Comet long-wheelbase, 1952, normal control, good condition throughout, 18-ft. platform body, £800.

**MAUDSLAY** 1948 long-wheelbase platform, A.E.C. 7.7 engine, in fair condition throughout, £600.

**ALBION** 1945 long-wheelbase platform, 4LW Gardner engine, good condition throughout, £200.

**SEDDON** platform trailer, good condition, £300.

**AUSTIN** 1947 articulated Tasker, platform trailer, 14-in. wheels, £275.

**BEDFORD** and **SEDDON** 1948 tractor units, choice of two, £100 each.

**MAUDSLAY** 1948 tractor unit, 5LW Gardner engine, in good condition throughout, complete with two Tasker tandem-axle 14-ton platform trailers, £1,850.

**ALBION** Chieftain, 1950, fitted with Meadows 4-cylinder Diesel engine, Carrimore close-coupled semi-trailer, 25-ft. platform, 8.25 by 20 tyres all round, good condition throughout, £650. Or with Tasker platform trailer and 16-ft. 6-in-wheelbase low-loading trailer, 8-10-ton, £1,350 complete with both trailers.

### TIPPERS.

**SEDDON**, November, 1956, 2-speed, 7-ton standard, underbody tipping gear, 9.00 by 20 tyres, exceptionally good condition throughout, £1,150.

**AUSTIN** 1955 5-ton steel body petrol tipper, clean condition, £425.

(Continued in next column)

## Used Goods Vehicles (contd.)

**COMMER** 1952 P6 standard wood-body tipper, £400. **BEDFORD** 1949 standard 5-ton petrol tipper, good condition, cheap little wagon, £275.

**SEDDON** 1948 steel-body tipper, rough condition, £150. **SEDDON** 1950 long-wheelbase drop-side tipper, fair condition, £300.

**HARRY DANDO,**

VAUXHALL AND BEDFORD MAIN DEALERS,  
WEST END GARAGE,

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines). 771-149

### CENTRAL GARAGE.

BARNESLEY ROAD, SOUTH ELMSSALL,  
NEAR PONTEFRACT.

Phone, Elmsall 2767-8.

### USED VEHICLES.

**ATKINSON** 8-wheeler, July, 1954, with Gardner 6LW A double-drive bogie, 24-ft. alloy and timber platform, in very clean condition.

**ALBION** Reiver 6-wheeler, December, 1955, with Leyland Comet engine, and fitted with a new 22-ft.

6-in.-square body.

**LEYLAND** Comet, 1950, Model ECO2.R, July, 1955, short-wheelbase tipper, good tyres.

**DODGE** articulator, 90, 1955, fitted with P6 engine, B.T.C.-SAE coupling and 24-ft. B.T.C. semi-trailer.

**A.E.C.** double drive, 24-ft. platform, 1949.

**BEDFORD** 5-ton long-wheelbase, 1949.

### PART-EXCHANGES.

### HIRE-PURCHASE AND HIRING AGREEMENTS.

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SOUTH ELMSSALL. 771-79

### DAGENHAM MOTORS, LTD.

1952 FORD 2-ton vans, 4D engines, choice of several, £275.

1955-6 FORD 10-cwt. vans, roof racks, choice of two, £260.

1946 A.E.C. Matador 8-ton 7.7-litre truck, £475.

1952 E.T.6 converted 4D artic. and trailer, £250.

**BEDFORD** tipper, rebuilt 1952, 5-ton 5-yd. drop-side body, P6 engine, Anthony hoist, very sound, £275.

### 374 EALING ROAD,

ALPERTON, MIDDX.

Perivale 3388. 771-84

### CURDWORTH GARAGES, LTD.

AREDA DOGE AGENTS.

HAVE THE FOLLOWING VEHICLES ON SALE:—

1951 **LEYLAND** COMET 90, high-sided body, Pilot twin-ram tipper; 1951 **SENTINEL**, high-sided body, Pilot twin-ram tipper; 1950 **SENTINEL** 6-wheeler, high-sided body, twin-ram tipper; 1952 **FORDSON** 4D Diesel 5-ton long-wheelbase lorry; 1954 **DODGE** 5-ton P6 long-wheelbase lorry, one owner-driver; 1956 **DODGE** 7-ton, R6, high-sided body, Edbro twin-ram tipper; 1949 **MAUDSLAY** long-wheelbase lorry, very clean, New Mark II engine; VULCAN 5-ton, high-sided body, twin-ram tipper, new P6 engine.

### HIRE-PURCHASE QUICKLY ARRANGED.

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KINGSBURY ROAD.

CURDWORTH, SUTTON COLDFIELD.

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### WHEATLEYS AND FARROWS GARAGES, LTD.

**BEDFORD** petrol 7-tonner, alloy body, special A.

**BEDFORD** articulated, 1956, Scammell coupling, Tasker trailer, special A.

**E.R.F.** 1953 4-wheeler, special A.

**COMMER** QX 18-ft. flat, special A.

**DODGE** P6 1955 long-wheelbase, special A.

**FORD** 10-cwt. vans, choice of two, 1955.

**LEYLAND** Comet 1955 long-wheelbase.

**DODGE** 1955 long-wheelbase.

Used Goods Vehicles (contd.)

JOHN JORDAN,

E.R.F. DISTRIBUTORS, FORD AND COMMER  
OFFICIAL AGENTS,  
MANOR GARAGE, SANDY, BEDS.

Phone, Sandy 271 (two lines).

TOP price paid for your vehicle in part-exchange.  
One-third deposit. Immediate H.P. arranged.  
DIESEL trucks.

NEW E.R.F. 44G 4-wheel, 20-ft. platform, £3,122.

NEW FORD Trader 6D 7-ton chassis-cab, £1,432.

1956 Thame 117 long-wheelbase tipper, £585.

1956 B.M.C. 6-ton long-wheelbase tipper, 25,000 miles only, one owner, £695.

1956 FORD 4D short-wheelbase tipper, £475 each.

1955 BEDFORD 7-ton R6 Mark II long-wheelbase tipper, £695.

1955 And 1956 COMMER TS3 long-wheelbase drop-sider, from £925; choice of three.

1955 DENNIS Stork 15-ft. drop-sider, £425.

1955 Rebuilt A.E.C. 8-wheeler long-wheelbase alloy tipper, £1,650.

1955 DENNIS Max, 18-ft. platform, £325.

1955 SEDDON Carrimore 21-ft. platform articulated unit, 10-12-ton, £650.

1955 GUY Vixen van, separate cab, Gardner 4LW, 2-speed axle, rear roller shutter, very clean, £325.

1955 MORRIS 3-ton drop-sider, B.M.C. Diesel, normal control, £385.

1950 DODGE 105, 17-ft. platform.

1950 VULCAN 17-ft. platform, £350.

1949 JENSEN 6-ton, 24-ft. alloy platform, ideal caravan transporter or bulky loads, £345.

1948 SEDDON 7-ton chassis-cab, £325.

1948 MAUDSLAY, 18-ft. platform, £175.

1945 FODEN, 16-ft. platform, £195.

1940 E.R.F. twin-steering 6-wheeler, light model, fitted 4LW, £425.

1940 PETROL trucks.

1954 BEDFORD A-type 6-ton long-wheelbase drop-sider, £395.

1954 COMMER Q4 16-ft. drop-sider, £425.

1954 (Registered) COMMER, QX short-wheelbase tipper, £325.

1951 COMMER Q4 13-ft. drop-sider, £125.

1950 COMMER QX underfloor 16-ft. 6-in. drop-sider, £175.

FORD 4 x 4, needs attention, £35.

COMMER Q5 short-wheelbase with breakdown body, £225.

CHEVROLET breakdown 4 x 4, twin, Gar Wood long wheel, £350.

1939 THORNYCROFT Sturdy, Duramin body frame, 15-ft. drop-sider, rough, £35.

VANS, etc.

NEW Thame 15-cwt. forward-control van, £579.

1956 BEDFORD CA van, as new, £350.

1955 BEDFORD 30-cwt. van, £395.

1949 AUSTIN 3-way, new P4 Diesel, £395.

1955 LAND ROVER, as new, £375.

1956 FORDSON 10-cwt. van, 16,000 miles, £275.

TRADE inquiries invited. Open Sunday mornings.

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Used Goods Vehicles (contd.)

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LARGE SELECTION OF USED VEHICLES IN STOCK.  
VISIT OUR USED VEHICLE PARK AT SUMMIT  
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1954 A.E.C. 8-wheeler tipper, double-drive, 16-ft. engines 9-in. wheelbase, fitted with 9.6 and 11.3 by 24 tyres.

1954 BEDFORD 7-tonners, good selection.

1955 GUY 8-wheeler and trailer with special A licence Metropolitan area, 8 tons 13 cwt.

1953 ALBION Chieftain.

1956 GUY 8-wheeler tipper, 22-ft. alloy U body.

1957 A.E.C. Majestic (three), twin-steer flats or

1954 BEDFORD articulators, good selection with either Dyson or Tasker semi-trailers, 22-ft. body.

1953 A.E.C. 8-wheeler, 9.6 engine, double-drive, 22-ft. 6-in. body.

1950 FODEN 8-wheeler, 6LW engine, double drive, 22-ft. 6-in. body.

1949 A.E.C. Monarch Mk. III, 7.7 engine, 21-ft. body.

1951 FODEN 4-wheeler, 4LW engine, 19-ft. body.

1951 THORNYCROFT body, Albion Chieftain engine.

1949 THORNYCROFT 8-wheeler, 6LW, 24-ft. body.

1949 ALBION CXM, Diesel, 18-ft. body.

1948 E.R.F. twin-steer, A.E.C. engine.

1949 FODEN 6-wheeler, 6LW engine, double drive, 20-ft. 6-in. body.

1946 ATKINSON 6-wheeler, 6LW engine, double drive.

1946 CHOICE of MAUDSLAY Moguls, Mustangs and Militants.

MASKELLS (BRIXTON), LTD.

AUSTIN 1955 10-cwt. van, small mileage, perfect, £290.

AUSTIN 1957 5-cwt. van, small mileage, as new, £325.

FORD 1955 2-ton Diesel van, excellent condition throughout, £325.

FODEN 1957 20-ton tractor chassis and cab, as new, £2,200.

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S.P.A. GARAGES (LEEDS), LTD.

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1955 ALBION Chieftain, long wheelbase, £1,250.

1955 Long-wheelbase BEDFORD Diesel, excellent condition, £995.

1952 COMMER tractor unit, fitted reconditioned Perkins P6, excellent condition, £325.

1950 LEVLAND Comet long-wheelbase, good condition, £750.

1950 ALBION Chieftain tipper, medium wheelbase, 22-ft. 6-in. body, excellent condition, £725.

1951 COMMER long-wheelbase Superpoise, Perkins P6, excellent condition, £295.

1951 AUSTIN Loadstar Luton van, petrol, £225.

H.P. Accounts settled. Part-exchanges, H.P. arranged.

TWO GATES GARAGE, LTD.

OXFORD ROAD,

RYTON-ON-DUNSMORE,

COVENTRY.

THE MIDLANDS PERKINS SPECIALISTS.

NO REASONABLE OFFER WILL BE REFUSED

FOR:—

1952 AUSTIN A40 van, £195.

1955 FORD 5-cwt. van, £295.

1955 FORD 10-cwt. van, £295.

1955 MORRIS MINOR van, £325 (two of these).

1954 MORRIS COWLEY van, £335.

1956 STANDARD VANGUARD pick-up, £295.

1954 7-ton long-wheelbase BEDFORD Diesel, £635.

1955 BEDFORD 7-ton long-wheelbase Diesel, £675.

1955 VULCAN 7 G.F., £575.

1952 AUSTIN 6 x 4 Diesel, £175.

DAY AND NIGHT SERVICE.

HEAVY BREAKDOWN SERVICE AVAILABLE.

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THE MILLBURN ORGANIZATION,  
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AUTHORIZED DEALERS.  
ALBION AND FORD COMMERCIALS.  
IMMEDIATE DELIVERY.

FROM STOCK.

NEW ALBION 6-wheel Reiver chassis with Leyland power unit and 6-speed gearbox.  
NEW Thames Trader, 5- and 7-ton 6-cylinder Diesel trucks.  
OTHER models from 5 cwt. upwards.

NEW York 25-ft. semi-trailers with Scammell couplings, choice of three.  
ALBION Reiver, 6-wheel double-drive axle.  
November, ALBION Chieftain with 3-ton platform body, very fine order throughout.  
1954, special A licence for N.W. Area; this vehicle is in immaculate condition.

1952, MAUDSLAY Meritor 8-wheeler, 9.6 A.E.C.

1949 power unit, needs some body repairs, good mechanical order, cheap for quick sale, good 1948 SEDDON with P6 unit, good order.

UNREGISTERED A.E.C. Matador 4 x 4 petrol unit, all as new and complete with winch.

FORK LIFT TRUCKS.

SALE OR HIRE.

A Number of Ross, Clark and Towlmotor, 3,000-14,000-lb. capacity. Write or phone for particulars.

CRANES.

MORRIS Versatile 5-ton mobile crane, electrically operated with Perkins Diesel P4 engine mounted on 4-wheel chassis, all in new condition.

N.B.—Heavy breakdown service available.

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1957 STANDARD 12-cwt. van, one owner, low mileage, excellent condition, £450.

1954 (Rehd.) AUSTIN 2.3-ton Loadstar medium-wheelbase drop-side tipper, ideal builder's vehicle, £325.

1954 MORRIS 3-ton utility van, folding rear seats, £215.

1950 COMMER Q4 5-cu.yd. end tipper, a sound vehicle, £215.

1957 MORRIS Minibus, 13 seater, £495.

1957 MORRIS Kenex 12 seater, £495.

1957 AUSTIN Omnicar, £495.

1956 MORRIS Minibus, 13 seater, £465.

THE above is a selection from our ever-changing stock. 771-85

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QUEENS ROAD,  
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FOR IMMEDIATE DELIVERY.

1953 FODEN 6LW 12-ton double-drive drop-side lorry, C-licence owner, passed by Foden's 71,000 miles, make ideal tipper.

1956 September, BEDFORD Diesel 5-ton 13-ft. tipper, new body and gear, low mileage.

E EXCHANGES. 771-8

CHARLES WENSLEY AND SONS, LTD.

OFFER THE FOLLOWING:—

1947 BEDFORD 5-ton short-wheelbase tipper, metal body, £180.

1950 BEDFORD 5-ton short-wheelbase tipper, wooden body, £180.

1949 BEDFORD 5-ton long-wheelbase with chassis extension, 16-ft. 6-in. body, P6 engine, £400.

BEDFORD 5-ton long-wheelbase tipper, P6 £310.

1947 AUSTIN 5-ton long-wheelbase tipper, new engine last year, £175.

1946 MORRIS 5-ton long-wheelbase platform truck, £165.

BEDFORD 3-ton long-wheelbase tipper, petrol, low mileage, excellent condition, £600.

HIRE PURCHASE AND INSURANCE ON THE SPOT.

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MAIN VAUXHALL AND BEDFORD DEALERS.

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USED VEHICLES.

1956 B.M.C. 7-tonner, double-dropside, fitted with power steering and twin-speed axle, very clean condition.

1954 November, SEDDON Diesel, Scammell articulated unit, fitted with de luxe cab, indication board, modified R6 engine, one owner, above average condition.

1953 SEDDON Mk. 5L, fitted with Homalloy body, under 3 tons unladen, excellent condition.

1952 SEDDON Diesel Mk. 5L tipper, fitted with 9.00 by 20 tyres, wood body, clean and tidy, ready for immediate work.

1952 SEDDON Diesel Mk. 5L, fitted with platform body, excellent condition.

1950 E.R.F., fitted with 4LW Gardner engine, 17-ft. platform body, very good condition throughout, including mechanical condition.

1954 (Late) SCAMMEL Scarab, fitted with twin rear wheels, exceptionally good condition throughout.

1949 COMMER Superpoise Perkins Diesel platform truck, considerably above average condition.

A LOWAYS in stock. Diesel-engined vehicles between £200-£400.

A42

## Used Goods Vehicles (contd.)

**ROOTES, LTD.**

OFFER FOR SALE THE LARGEST STOCK OF  
USED VEHICLES  
FROM THIS SELECTION.

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**1957** COMMER 10-15-cwt. pick-up, blue and grey, £750.  
**1957** COMMER 1-ton tractor, Scammell coupling, primer, with new Diesel engine not yet run, £1,450.

BIRMINGHAM.

**1950** COMMER forward-control 5-ton petrol platform truck, JUS 664, £145.  
**1950** COMMER forward-control 7-ton petrol drop-side truck, KOA 669, £169.  
**1951** BEDFORD forward-control 7-ton petrol drop-side truck, LVP 329, £195.

MANCHESTER.

**1955**, January, COMMER express delivery van, heater, good tyres, very good condition, painted grey, £325.  
**1956**, May, COMMER 7-cwt. Cob van, good condition, painted thistle grey, good tyres, taxed December, £325.  
**1951**, March, BEDFORD 5-ton forward-control 17-ft. long lorry, good condition, £125.  
**1952**, August, THAMES (FORDSON) 2-ton van, good tyres, painted blue, good condition, £175.  
**1955**, February, COMMER express delivery van, good condition, painted red, good tyres, £275.  
**1956**, November, COMMER 7-cwt. drop-side truck, good condition, painted grey, good tyres, £325.  
**1957**, December, KARRIER Bantam grocery-green-grocery shop, Smith's body, all extras, 1,000 miles, £1,300.

MIDSTONE.

**1956** COMMER Cob van, blue, second seat and rear seat, £345.  
**1956** AUSTIN-B.M.C. LD1A (Diesel) van, Diesel, grey, good tyres and body, £490.  
**1957** COMMER express delivery van, lilac, £455.  
**1956** FORD Thames 4D Diesel 5-cu.-yd. tipper, green, good tyres and body, £725.  
**1955** FORD 4-ton platform, blue, £425.

ROCHESTER.

**1948** AUSTIN 3-way van, brown, one owner, good running order, good tyres, £159.  
**1951** AUSTIN 10-cwt. van, green, good condition, good tyres, £249.  
**1957** COMMER EDV, grey, one owner, as new, £295.  
**1946** COMMER O3 truck, green, one owner, includes canopy, good running order, £89.  
**1953** COMMER 3-1/2-ton pick-up, one owner, excellent mechanical condition, good tyres, £275.  
**1957** COMMER EDV, grey, one owner, as new, excellent condition, £479.  
**1945** FORDSON 4-ton van, brown, one owner, £99.  
**1956** MORRIS Cowley van, primer, one owner, very good condition, all good tyres, £349.  
**1953** BEDFORD drop-side truck, good condition, good tyres, £325.  
**1950**, November, BRADFORD van, green, mechanically sound, good tyres, £159.

CANTERBURY.

**A**LBION Chieftain Diesel platform vehicle, £325.  
**1957** AUSTIN forward-control 10-cwt. van, as new, 2,000 miles only, £495.  
**1956** AUSTIN 1-ton Diesel van, £625.

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LADBROKE HALL, BARLBY ROAD.  
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**SIMPSONS MOTORS (WEMBLEY), LTD.**

345 HIGH ROAD.

Phone, Wembley 3903, 8691, 4422.

**1948** 3-horse 3-groom horsebox with Harrison coach-work, good condition.  
**1951** STANDARD Vanguard estate.

**1938** ALBION breakdown truck less equipment.

**1947** ALBION furniture van, 680 cu. ft.; choice of three.

**1954** BEDFORD Kenex Roadmaster conversion.

**1947** COMMER van, 30 cwt.

**1948** COMMER 25-cwt. boxvan, choice of three.

**1949** COMMER 25-cwt. boxvan.

**1948** DODGE 2-ton tipper.

**1954** FORD 2-ton van.

**1949** FORD Utility van.

**1949** FORD 10-cwt. van; choice of three.

**1952** FORD 10-cwt. utility type.

**1947** GUY Vixen furniture van, 950 cu. ft.

**1948** GUY Wolf furniture van, 680 cu. ft.; choice of two.

**1948** GUY Vixen furniture van, 950 cu. ft.

**1948** MORRIS 35-40-cwt. boxvan.

**1950** MORRIS 5-cwt. van.

**1949** STANDARD Vanguard estate car; choice of two.

GET THAT COMMERCIAL FROM

**G.T.C. (COMMERCIALS), LTD.**

**1956** FORD 4D Diesel 950-cu.-ft. Luton van, £625.

**1955** DODGE 5-ton short-wheelbase tipper, 6-cu.-yd. wooden drop-side body, really clean, £435.

**1955** DODGE 5-ton long-wheelbase drop-side truck.

**1955** FORD 4D Diesel 4-ton long-wheelbase drop-side truck, £425.

**1954** 5-ton short-wheelbase chassis-cab, ideal for converting to tipper, £135.

**1955** COMMER 5-ton boxvan, separate cab, alloy body, £250.

**1955** AUSTIN Diesel 5-ton long-wheelbase drop-side truck, Perkins P6, outstanding condition, £375.

**1949** 50 AUSTIN 2-3-ton 700-cu.-ft. Luton van, exceptionally clean condition for the year, choice of three, £125.

**G.T.C. (COMMERCIALS), LTD., 2 ADDINGTON RD., BIRMINGHAM, 1. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 771-243**

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AUTHORIZED FORD AGENTS.

**FORD** TRADER 4D 4-ton chassis, fitted 1,200-cu.-yd. body, new and unregistered.

**1948** A.E.C. 8-wheel platform truck, fitted 9.6 engine, coupled drive, 36 by 8 tyres and C-licence operated, £925.

**1953** BEDFORD 5-ton A model platform truck.

**1953** E.R.F. 5-ton platform body, air braking recently completely overhauled by E.R.F., £1,250.

**1953** E.R.F. 6-ton platform body, air braking recently completely overhauled by E.R.F., £1,275.

**1948** SEDDON long-wheelbase platform truck, tyres new, £165.

**1949** FODEN FG model, fitted with 5.5W Gardner engine, 20 ft. drop-side body, 36 by 8 tyres, complete with 18-ft. Eagle trailer, £800.

**1949** 50 BEDFORD 5-ton long-wheelbase twin-ram hydraulic tippers, choice of nine, £145 each.

**1952** 54 FORDSON ET6 hydraulic tippers, steel body, Anthony hoist, choice of nine, £125 each.

HIRE-PURCHASE arranged.

CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962, Pollards 2421. 771-425

**COVENTRY AND JEFFS, LTD.**

COMMERCIAL VEHICLE SPECIALISTS.

**A. ATKINSON, AUSTIN, DODGE, FORD.**  
**1956** BEDFORD Boys 6-wheeler, reconditioned R6 Mark 2 engine, 21-ft. 6-in. drop-sided body.

**1956** SEDDON Diesel short-wheelbase tipper, choice of two.

**1954** BLDFORD 7-ton R6 Diesel, 17-ft. alloy body.

**1952** DENNIS Max 7-8-ton 20-ft. platform truck.

**1950** DENNIS Jubilant 8-wheel platform lorry.

**PRAILLS (HEREFORD), LTD.**

COMMERCIAL VEHICLE SPECIALISTS.

**A. ATKINSON, AUSTIN, DODGE, FORD.**

**1956** BEDFORD Boys 6-wheeler, reconditioned R6 Mark 2 engine, 21-ft. 6-in. drop-sided body.

**1956** SEDDON Diesel short-wheelbase tipper, choice of two.

**1954** BLDFORD 7-ton R6 Diesel, 17-ft. alloy body.

**1952** DENNIS Max 7-8-ton 20-ft. platform truck.

**1950** DENNIS Jubilant 8-wheel platform lorry.

**PRAILLS (HEREFORD), LTD.**

HOLMER ROAD, HEREFORD.

Phone, Hereford 4221. 771-118

August 8, 1958—THE COMMERCIAL MOTOR 45  
(Supplement)

## Used Goods Vehicles (contd.)

**FERRARIS OF CRICKLEWOOD, LTD.**

200-220 CRICKLEWOOD BROADWAY.

N.W.2.

Gladstone 2234-5-6-7.

AUSTIN.

**1955** AUSTIN A30 van with raised roof.

COMMER.

**1954** COMMER 25-cwt. forward-control van.

DODGE.

**1951** DODGE 6-ton boxvan with 2-speed axle.

**1954** DODGE 5-ton P6 Diesel long-wheelbase truck; also 1949-51 petrol and Diesel models.

**1952** DODGE 103 AP6 10-ton articulator, complete with platform trailer.

FORDSON.

**1953** FORDSON 5-cwt. van.

**1955** FORDSON 10-cwt. van; choice of several.

**1951** FORDSON 10-cwt. Luton van.

**1955** FORDSON 2-ton 4D Diesel van.

**1956** FORDSON 3-ton 950-cu.-ft. Luton, new body, Cost Cutter engine.

**1956** FORDSON 4D Diesel tipper.

MORRIS.

**1952** MORRIS 10-cwt. Cowley pick-up.

**1954** MORRIS 1-ton LD1 van.

**1955** MORRIS Cowley 10-cwt. van.

**1957** 15-cwt. J2 van.

VOLKSWAGEN.

**1956** VOLKSWAGEN van, in blue.

771-199

AUSTIN 5-ton long-wheelbase platform lorry, P6 Diesel. First registered 1949.

AUSTIN 5-ton long-wheelbase tipper, P6 Diesel. First registered 1947.

AUSTIN 25-cwt. van. First registered 1949.

BEDFORD 7-ton long-wheelbase platform lorry, petrol. First registered 1954.

BEDFORD 5-ton platform lorry. First registered 1948.

BEDFORD 2-3-ton long-wheelbase platform lorries. First choice of three. First registered 1946 and 1947.

FORDSON 3-ton long-wheelbase drop-side truck. First registered 1948.

MORRIS 30-cwt. hydraulic end tipper, one owner. First registered 1954.

HILLS GARAGES (MANCHESTER), LTD.

80-90 PORT STREET.

MANCHESTER, 1.

Central 4311 (10 lines). 771-434

## PETERBOROUGH ENGINEERING CO.

NEW GUY Warrior, 15-ft. 6-in. wheelbase chassis-cab.

NEW LEYLAND Comet ECOS2/4R chassis-cab.

NEW DODGE 3126AP chassis-cab.

**1954** DODGE 106AP6 truck, good tyres, clean, £750.

**1952** DODGE 124AP6 Scammell coupling 10-ton trailer, £550.

**1956** DODGE 146AR6 18-ft. drop-side truck, £875.

**1955** FORDSON 4D 4-cu.-yd. standard tipper, £525.

44 EYE ROAD.

PETERBOROUGH.

Phone 6161. 771-438

## HENDY FOR FORD.

EARLY OR IMMEDIATE DELIVERY ON ALL THAMES MODELS.

Thames Trader 5-ton 6D long-wheelbase truck. £1,250.

**1957** 5-ton 6D long-wheelbase truck. £1,250.

**1950** 5-ton 6D long-wheelbase truck. £1,250.

**1954** 5-ton 6D long-wheelbase truck. £1,250.

**1951** 5-ton 6D long-wheelbase truck, exceptionally good. £1,375.

**1952** 5-ton 6D long-wheelbase truck. £1,443.

**1951** DODGE 4-ton platform truck, Diesel, £150.

PERCY HENDY, LTD.

VINCENT'S WALK, SOUTHAMPTON.

Phone, Southampton 2831.

ALSO AT CHANDLERS FORD. PHONE 2271.

771-330

443



### Used Goods Vehicles (contd.)

**BEDFORD.**  
**GARLICK, BURRELL AND EDWARDS, LTD.**  
 COMMERCIAL VEHICLE SALES,  
 188 REGENT ROAD,  
 LIVERPOOL, 20.

OFFER THE FOLLOWING 1957 "QUALITY TESTED" TRUCKS, ALL COMPETITIVELY PRICED:—

**1957** BEDFORD 300-cu-in. Diesel, 5-ton, long-wheelbase drop-side truck.  
**1957** BEDFORD 5-ton long-wheelbase platform and drop-side trucks, Perkins P6.  
**1957** B.M.C. 7-ton platform truck, 2-speed axle, power steering, 900 x 20 tyres and 3-piece wheels.  
**1955**, October, BEDFORD 10-ton Scammell R6 Diesel tractor unit, in excellent condition.

THE FOLLOWING MACHINES TO BE SOLD WITHOUT PART-EXCHANGE AT INCOMPETITIVE PRICES:—

**1954** BEDFORD A-type 5-ton long-wheelbase petrol platform truck, £325.  
**A** **E225** NOTHER, similar to the above, but drop-side truck.  
**1950** DENNIS Max long-wheelbase flat, £300.  
**1953** AUSTIN A40 pick-up, £165.  
**1947** THORNYCROFT Diesel long-wheelbase platform truck, excellent condition, £165.

MANY OTHERS SIMILAR TO THE ABOVE, FOR VALUE, QUALITY AND SERVICE.

PHONE, BOTTLE 4343.

DEMONSTRATIONS ARRANGED IMMEDIATELY.

**GARLICK, BURRELL AND EDWARDS, LTD.**  
 188 REGENT ROAD,  
 LIVERPOOL, 20. 771-383

### SURPLING CITY DEPOT OFFER:—

**1956** BEDFORD Utilibreak, 12-seater, good condition.  
**1956** AUSTIN A40 crew van.  
**1952** BEDFORD 2-3-ton long-wheelbase boxvan, roller shutter rear.

HIRE-PURCHASE. PART-EXCHANGES.

**176-9 S** HOREDITCH HIGH STREET,  
 LONDON, E.1.  
 Phone, Shoreditch 8433. 771-299

**W** HAROLD PERRY, LTD., offer the following selection of used vehicles.

**1955** Thams 5-cwt. vans, from £300.  
**1956** 57 Thams 5-cwt. vans, from £335.  
**1956** 57 Thams 7-cwt. vans, from £350.  
**1953** FORDSON 10-cwt. vans, from £195.  
**1956** FORDSON 10-cwt. vans, £265.  
**1955** FORDSON 10-cwt. pick-up truck, £195.  
**1956** STANDARD 6-cwt. van, £300.  
**1956** AUSTIN A40 van, excellent condition, £365.  
**1954** AUSTIN 2-3-ton boxvan, £445.

AUSTIN Omnivan, £425.  
**1948** SEDDON Diesel truck, 3-ton, £425.

**W** HAROLD PERRY, LTD., main FORD dealers, Invicta Works, North Finchley, N.12. Phone, 771-344.

**VIGO MOTORS.**  
 5-ton BEDFORD truck, £245.

**1952** 5-ton long-wheelbase BEDFORD boxvan, £200.

**1949** 5-ton long-wheelbase BEDFORD boxvan, £200.

**1955** 10-cwt. van, Hanson body, £295.

**VIGO MOTORS**, Walmer Rd., W.10. Ladbroke 3051. 771-166.

**COUNTY OAK SERVICE STATION, LTD.**  
 VAUXHALL-BEDFORD MAIN DEALERS,  
 LONDON ROAD, CRAWLEY, SUSSEX.  
 Phone, Crawley 25475-6-7.

**BEDFORD** 1950 10-12-cwt. van, very clean, £140.

**BEDFORD** 1952 short-wheelbase 5-ton petrol tipper, £200.

**BEDFORD** 1951 Diesel 5-ton short-wheelbase tractor unit with Scammell coupling, £250.

**BEDFORD** 1947 long-wheelbase truck, £125.

**COMMER** 1955 15-cwt. Superoice van, immaculate condition, one owner, £360.

**AUSTIN** 1947 2-ton meat van, £175.

**FORD** 1951 ET6 5-ton tipper, new engine, good tyres, £150.

**FORD** 1952 ET6 5-ton meat van, £200.

771-262

### Used Goods Vehicles (contd.)

**HALE MOTORS (TOTTENHAM), LTD.**  
 THE HALE, N.17.  
 Tottenham 7771 (four lines).

#### VANS.

**1957** FORD 7-cwt. van, painted dual colour, 4,500 miles, £365.  
**1957** COMMER express delivery van, radio, dual colours, 2,000 miles only, as new.  
**1956** BEDFORD 10-12-cwt. C.A.V. van; choice of two.  
**1955** FORD 2-ton boxvan, Cost Cutter engine, single rear.

#### TRUCKS.

**1957** FORD Cost Cutter 30-cwt. builder's truck with engine, 14,000 miles only.  
**1956** AUSTIN 3000 pick-up truck, 20,000 miles, very clean vehicle.  
**1952** AUSTIN A40 pick-up truck with tilt.

#### TIPPERS.

**1949** BEDFORD 5-ton short-wheelbase petrol tipper, choice of three.

#### NEW vehicles.

**AUSTIN**, Ford, Rootes Group.

**C** OMPREHENSIVE stocks always held.

August 8, 1958—THE COMMERCIAL MOTOR 47  
 (Supplement)

### Used Goods Vehicles (contd.)

**BLACKBIRD HILL GARAGE, LTD.**  
 BLACKBIRD HILL, KINGSBURY, N.W.9.  
 Phone, Colindale 6134.

#### COMMERCIAL VEHICLE CENTRE.

**1957** FORD 5-cwt. van, extra seat, £365.  
**1954** FORD 10-cwt. van, £185.  
**1953** FORD 5-cwt., reconditioned engine, £175.  
**1957** A35 van, £365.  
**1956** BEDFORD 10-12-cwt. van, £365.  
**1955** AUSTIN A40 van, extra seat, £320.  
**1951** AUSTIN A70 van, new engine, £200.  
**1958** AUSTIN A35 pick-up, £495.

#### NEW.

EARLY delivery of all Austin, Morris and Ford commercial vehicles.  
**IMMEDIATE** delivery AUSTIN 152 Omnibus, choice of colours; also Austin 152 Omnicar.  
**IMMEDIATE** delivery FORD 7-cwt. van; new Thames Trader 3-ton long-wheelbase truck.  
**O** NE only, new A35 van in stock.

771-203

**BRADSHAWS,**  
 FORD MAIN DEALERS.

#### USED COMMERCIALS.

**1952** COMMER 5-ton tipper, reconditioned engine, very clean, £350.  
**1951** VULCAN 8-ton platform truck, 4LW engine, £475.  
**1948** THORNYCROFT Sturdy drop-side truck, £250.  
**1948** DENNIS 5-ton tipper, P6 engine, £300.  
**1939** E.R.F. Twin Steer, 20-ft. flat, 5LW engine, £375.  
**HIRE-PURCHASE** and exchanges arranged.  
**M** ARSH LANE, Preston. Phone 4083.

771-283

#### THE CAR MART, LTD.

**1951** AUSTIN 25-cwt. drop-side truck, £195.  
**1954** AUSTIN 2-ton forward-control boxvan, £395.  
**1954** BEDFORD Dormobile, choice of two, £375.  
**1955** December, BEDFORD 10-12-cwt. van, £295.  
**1955** FORDSON 10-cwt. van, choice of several from £195.  
**1956** AUSTIN 7-ton long-wheelbase Diesel truck, £945.  
**1947** DENNIS 5-ton boxvan, £95.  
**1954** MORRIS J-type van, £245.

#### THE CAR MART, LTD.

WELSH HARP,

EDGWARE ROAD, N.W.9.

Hendon 6500.

771-328

#### H. TAYLOR AND CO., LTD.

**1957** July, COMMER Cob, grey, wing mirrors, one blue, £395.  
**1956** September, BEDFORD 10-12-cwt. C.A.V., blue, one owner, £350.  
**1955** March, COMMER express delivery van, grey, £325.  
**1949** September, green, wood tyres, spare seats in the back, £120.  
**1951** FORD 5-cwt. van, blue, £110.

**1-2** THE CRESCENT, Surbiton. Elmbridge 0061.

**1957** June, 7-ton BEDFORD, Comet engine, side-boards, 20,000 miles, in absolutely new condition, £1,350.

**G**ENUINE 1956 BEDFORD 8-ton tractor unit, Perkins P6, 20-ft. trailer, re-engined April, 1958, Eaton 2-speed axle, new tyres all round including spare.

**1947** E.R.F. 4 x 4, 18-ft. platform body, tyres as new, chassis and cab in excellent condition.

**NUMEROUS** 5-ton tippers available.

**25** Used vans in stock from 8 to 20 cwt.

**BARTON MOTORS (PRESTON) LTD.**, Preston. 771-103

**B** Phone, Preston 4664 (10 lines).

**CONSULT** Ormskirk Motors, Ltd., for new and used vehicles. See last week's copy for particulars. Phone, Ormskirk 2551.

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Used Goods Vehicles (contd.)

HAZELMERE MOTOR CO.  
(WALTHAM ABBEY), LTD.

Waltham Cross 2275-7.

BEDFORD DEALERS, FODEN DISTRIBUTORS,  
PERKINS SIGNHOLDERS.

1954 LAND ROVER, 88-in. wheelbase.

1956 FORD Thames 7-cwt. van.

1950 FORD Thames 3-ton Diesel.

1955 BEDFORD 3-ton truck.

1954 FORD 4D Coat Cutter truck.

1952 BEDFORD 7-ton truck.

1947 BEDFORD 5-ton truck.

1955 AUSTIN A40 pick-up.

1942<sup>3</sup> BEDFORD 5-ton short-wheelbase tippers,  
Anthony Hoist, 5-cu.-yd. wood bodies, the two  
£45 each. 771-196

E. RAYMENT, LTD.

DODGE DISTRIBUTORS FOR EAST LONDON.

DODGE 106AP platform, October, 1954, Diesel, good  
condition, H.D. equipment, repainted.

DODGE 101 5-ton trucks, platforms and vans, Diesel  
and petrol, cheap to clear.

FORD 10-cwt. van, first-class vehicle, repainted.

FORD (new) Trader 5-ton chassis and cab, 152-in.  
wheelbase, H.D. frame.

NEW DODGE fully forward- and normal-control  
vehicles for early delivery.

NEW Perkins engines and exchange units from stock.

334-340 ROMFORD RD., London, E.7. Maryland  
771-200

ARLINGTON MOTOR CO., LTD.

OUR REPUTATION IS YOUR GUARANTEE.

1955 DODGE Diesel 5-ton long-wheelbase with  
platform body, reconditioned engine.

1954 AUSTIN 5-ton truck.

HIGH ROAD.

PONDERS END, ENFIELD, MIDDLESEX.

Phone, Howard 1266.

SALES DEPARTMENT OPEN UNTIL 5 P.M.

SATURDAY. 771-221

W. HAROLD PERRY, LTD.

USED COMMERCIAL DEPARTMENT,  
KENT ELM'S CORNER, SOUTHERN.  
Write, Call, Phone, Eastwood 525232.

EXTRACT FROM STOCK.

1956 B.M.C. 7-ton Diesel truck, long-wheelbase, 2-speed axle, power-assisted steering, condition good.

1956 FORD Thames 4D 3-ton long-wheelbase boarded

side-canvas hoist covered, condition excellent.  
BEDFORD 5-ton Diesel long-wheelbase drop-side truck, 8.25 x 20 tyres, repainted, double floor, condition good.

VANS, trucks, tippers, 5 cwt. to 7 tons.

"WE SELL WITH CONFIDENCE."

W. HAROLD PERRY, LTD.

EASTWOOD (ESSEX) 525232. 771-309

TWO Muirhill Diesel loading shovels, £150 and £175;  
one Ferguson Diesel loading shovel, £200; one Land  
Rover, £200; two Austin A40 pick-ups, £155 each.  
Autos (Liverpool), LTD., Holmes Lane, Litherland.  
Phone Waterloo 2321. 771-99

G. H. DUNNING,

BALLARDS YARD,  
HIGH STREET, EDGWARE.

Edgware 2572.

OPEN WEEK-ENDS.

BEDFORD, October, 1953, A-type 5-ton boxvan, roller  
shutters side and rear, immaculate, £485.

BEDFORD, 1953, S-type 7-ton tipper, £365.

FORD, 1954, 4D 2-ton truck, £425.

FORD, 1952, 4D 2-ton van, £325.

FORD, 1952, P6 six wheels, double-drop-side, 7.8 tons,  
flat, £275.

TROJAN, 1953, P3 van, £295.

BEDFORD, 1951, 2-ton truck, £165.

FORD, 1949, P6, long wheelbase, £165.

VARIOUS other second-hand vehicles too numerous to  
mention. Please inquire. 771-307

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Used Goods Vehicles (contd.)

THE NIGHTINGALE ENGINEERING CO.  
LTD.

NEW ATKINSON L1786 double-drive chassis-cab,  
immediate delivery.

NEW ATKINSON L644 LWL chassis-cab, immediate  
delivery.

1958 (Registered) FODEN 6-wheeler platform, double  
drive, 40 by 8 tyres, small mileage, choice  
of two.

1955 ALBION Clydesdale 20-ft. platform, good  
mechanical condition; choice of two.

1955 A.E.C. Mammoth 14-cu.-yd. tippers, choice of  
two, very clean vehicles.

1954 A.E.C. Mammoth 14-cu.-yd. tipper, excellent  
condition.

1955 ATKINSON 8-wheeler, 24-ft. platform, Auto-  
lube, 40 by 8 tyres, immaculate vehicle.

1954 SCAMMELL 8-wheel chassis-cab, very good  
mechanical condition throughout; choice of  
two.

WESTERN LANE, London, S.W.12. Battersea 2193.  
771-206

Used Goods Vehicles (contd.)

1954 AUSTIN A40 gowen van, one owner, excellent  
condition, guaranteed, £325.

1948 ALBION 6-ton drop-side long-wheelbase truck,  
new engine, £165.

1957 BEDFORD 5-ton long-wheelbase drop-side  
truck, one owner, guaranteed, £765.

1954 DODGE 2.5-ton Diesel Luton van, excellent  
condition, £325.

1956 FORD 7-cwt. van, green, one owner, £320.

1954 FORD 10-cwt. van, sprayside, new engine  
fitted, £265.

1957 BEDFORD 5-ton, one owner, 13,000 miles,  
£350.

1954 MORRIS J-type personnel carrier, excellent  
condition, guaranteed, £345.

1952 NEW 7-ton Thames Trader, 160-in.-wheelbase drop-  
side truck, £350.

CHOICE of new light vans in stock.

CAMPBELL SYMONDS AND CO. LTD.

FORTY AVENUE, WEMBLEY.

Arnold 7771. 771-230

P.L.P. MOTORS, LTD.

SHOWROOMS AND SALES CONTROL.

44-48 WINWICK ROAD,

Warrington 3436.

1943 AUSTIN 5-ton short-wheelbase tipper, £65.

NEW VAUXHALL VICTOR estate car, colour blue,  
available for immediate delivery.

1952 BEDFORD long-wheelbase drop-side lorry,  
£600.

NEW BEDFORD 10-12-cwt. van, available from stock,  
771-276

BIRCHES BRIDGE GARAGE, Codsall, Wolverhampton,  
for new B.M.C. and Ford trailers. Phone, Codsall 291.  
771-437

Unclassified Wanted

W. JONES (MANCHESTER), LTD., 5 Marsden Court,  
W. Manchester 4.

WANTED, commercial vehicles, all classes, 20 short-  
wheelbase tippers and 20 long-wheelbase tippers;  
cash. Phone, Manchester, Blackfriars 6037, between  
10 a.m. and 4 p.m.; after hours, Haigh (Wigan) 049.  
222-988

WANTED, 5-ton Diesel platform or drop-side long-  
wheelbase lorries, good condition, 1955 or later.  
Box CM6915, care of "The Commercial Motor."  
771-6450

WANTED to purchase very urgently, four 8-wheelers  
five 6-wheelers and four 4-wheelers. Diesel-engined  
lorries; also several tippers; also six Albions, 5-cwt. or  
similar Diesel-engined flats and tippers; also Bedford  
10-cwt., 7-ton, 1940-57. Also damaged late-model  
lorries suitable for rebuilding.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 356. 771-137

WANTED, late-model Albion, Atkinson, E.R.F., Foden,  
also petrol-engined vans, trucks and tippers, 30 cwt.  
7 tons, Bedford preferred. Cash on sight. Distance no  
object.

O. T. JACKSON MOTORS, LTD., 85 New Wolver-  
hampton Rd., Langley, near Birmingham. Phone,  
Broadwell 2871. 771-525

SPECIAL A-LICENCE VEHICLES

WOODCOCK'S TRANSPORT (CHORLEY), LTD.

OFFER THE FOLLOWING VEHICLES WITH

SPECIAL LICENCES.

SOUTH WALES and South Western areas.

SELECTION of 8-wheel 6LW ATKINSONS, 24-ft. plat-  
form, unladen weight 7 tons to 7 tons 10 cwt., years  
from 1953 to 1957.

1949 A.E.C. 6-wheel, 24-ft. platform, 9.6, unladen  
weight 6 tons 15 cwt.

1947 ATKINSON 6-wheel, 22-ft. platform.

1949 ALBION 6-wheel, 6LW, 24-ft. platform.

1947 E.R.F. Twin Steer, 5LW, 22-ft. platform.

1947 E.R.F. Twin Steer, 22-ft. platform, 5LW.

1957 B.M.C. articulated 28-ft. trailer, York.

1958 1957 BEDFORD, unladen weight 3 tons.

METROPOLITAN Area.

1956 4-17 E.R.F. 22-ft. platform, unladen weight  
4 tons cwt.

1947 E.R.F. Twin Steer, 22-ft. platform, 5LW.

1947 unladen weight 6 tons.

TERMS and exchanges.

158 CROSS LANE, SALFORD, 5.

Phone, Pen 5331. 771-274

1956, July, LEYLAND Octopus, 24-ft. drop-sided  
body, as new throughout, complete with 7-ton  
11-cwt. special A licence, West Midlands Area, £5,200.  
Webb Transport, Stoke-on-Trent 87057. 771-3

PEERLESS MOTORS, LTD., Bath Rd., Slough. Phone  
25121.

1949 BEDFORD long-wheelbase, fair vehicle, £75.

1949 COMMER, tidy vehicle, £65.

1952 BEDFORD tipper, 7-cu.-yd. steel body, sound  
order, choice of three from £395. 771-322

## Special A-licence Vehicles (contd.)

**SPECIAL** A-licence, Yorkshire Area, 6½ tons. Phone. Doncaster 4710 (day), 65660 (night).  
**FOR** sale, two 1-ton S-licensed vans, North West Area. Cropper, 2 Breeze Hill, Liverpool. 771-3928

## PETERBOROUGH ENGINEERING CO.

**1952** ALBION HD57L 8-wheel 7-ton 18-cwt. Eastern, £3.750.  
**1949** MAUDSLAY Mustang 5-ton Eastern, £2.050.  
**1946** A.E.C. Monarch 20-ft. drop-side, 4 tons 6 cwt. Eastern, £1.650.  
**1954** 5 DODGE 3-ton Eastern, choice of two, £1.700.  
**1950** BEDFORD S-type, R6 engine, 3 tons Eastern, £1.450.  
**EAGLE** 25-ft. tandem trailer, Metropolitan, £1.050.  
**1940** MORRIS van, 17-cwt., Eastern, £275.

## 44 EYE ROAD.

PETERBOROUGH.

Phone 6161.

771-430

**1955** DODGE 7-tonner Diesel, 20-ft. platform, Metropolitan, S.A., good condition, £1.700. Fountain Bros., Wenvoe Rd., Stoke Mandeville, Aylesbury, Stoke Mandeville 2141. 771-39974

**NEWPORT MOTOR SERVICES**, East Usk Rd., Newport, Mon. Phone 59441-2.

**SEDDON** distributors for Monmouthshire.

**VARIOUS** special As from 3 tons to 8 tons.

**COMPLETE** Western S-licensed.

771-26

**1955** 8-wheeled A.E.C. double-drive, air brakes, special A, West Midland, £4.500.

**BEDFORD** Diesel, £2.100, special A.

**WILLIAM BAKER**, King's St., Bradley, Bilston 41239. 771-34

**WILDE CONDON, LTD.**, Stoke-on-Trent. Two FODEN 8-wheelers, 1950 and 1952, North West special A. Commer T51, 1956, North West special A. Phone, Stoke-on-Trent 23434. 771-6483

**TWO** special A licences, 5 tons 10 cwt. each, N.W. Area with vehicles.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts, Stevenage 175.

**TRANSPORT** and storage contractor, Eastern Area. 30 years' standing, retiring, offers for sale vehicles, business and good will, including a special A lorry, one B, seven A contracts; approximate turnover £66,000 p.a. Box CM 7114, care of "The Commercial Motor," 773-6483

**LIMITED** company with Bedford 5-ton 1951 and Morris 5-ton 1954, both 3 tons unladen weight and in excellent condition and ordinary A licence basis near Birmingham, price £2.25. Box CM7112, care of "The Commercial Motor."

771-76

## Special A-licence Vehicles Wanted

**WANTED**, Special A 6 or 7 tons, East Midland, would consider haulage or vehicle with licence. Box CM7021, care of "The Commercial Motor," 771-39839

**WANTED**, Special A licences East Midlands traffic area. Hamblins Garage, 7 Rectory Rd., Rushden, Phone 3211. 771-39

**WANTED**, drawbar trailer with special A licence in Metropolitan or Scottish traffic areas. Price and details to 124 Jamaica St., Stepney, E.1. 771-11

**WANTED**, special A licence, 4½ tons, Met. area, with or without vehicles. Robertson, 46 Springfield, Hartley, Kent. 771-255

**WANTED**, special A licence, West Midland area, articulated vehicle, any weight. Morris Transport Ltd., Church Rd., Boldmere, Sutton Coldfield, Phone, Erdington 4131. 772-6480

**WANTED** to purchase, special A licences and vehicles, any weight, in any part of the country.

**WANTED**, articulated vehicles with special A licences, will pay very good prices.

**WILDE AND BENNETT, LTD.**

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 356.

771-139

**URGENT**, Metropolitan A licence, Percy D. Sloeman, 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. 771-267

**WANTED**, special A licence, any weight, Western or South Eastern and Metropolitan Areas. Immediate cash settlement. Box CM5310, care of "The Commercial Motor."

771-309

**WANTED**, trailer with special A licence Metropolitan area.

**WANTED**, vehicle, 3 tons 10 cwt. unladen weight with special A licence Metropolitan area.

**BEECH'S GARAGE (HANLEY), LTD.**, Hope St., Hanley, Stoke-on-Trent. 5-on-T. 25249 and 25240. 771-388

**PLATFORM** vehicle, 7-10 tons, special A licence, wanted to hire, guaranteed generous rate. Box CM7126, care of "The Commercial Motor." 771-3991

## NEW GOODS VEHICLES

### ALBION

**ALBION AND LEYLAND**

NEW COMMERCIAL AND PASSENGER VEHICLES  
**A** VAILABLE FOR **E**ARLY **D**ELIVERY.  
 ATTRACTIVE TERMS AND EXCHANGES.  
 WE WELCOME YOUR INQUIRIES, WHICH WILL  
 RECEIVE OUR PROMPT ATTENTION.  
 COMPREHENSIVE SPARES AND SERVICE  
 FACILITIES.  
 LONG-DISTANCE OPERATORS SPECIALLY  
 CATERED FOR.

**MILLBURN MOTORS, LTD.**

GLASGOW. CARLISLE. PRESTON.  
 Phone Bell 0073-6. Carlisle 25422. Longton 3255.  
 772-800

**SPARSHATTS.**

EARLY DELIVERIES OF THE

**NEW**  
**5-TON C**LAYMORE  
 AND  
**7-TON C**HEFTAIN.

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THE IDEAL TIPPER FOR EVERY JOB.  
Extension sides for coal and coke, etc., optional extra.  
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TOP ALLOWANCE FOR YOUR OLD VEHICLE.  
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5-ton wooden body, metal floor, drop sides.

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1951 A.E.C. Diesel Mk. IV, with 39-seater Burlingam body, nearest £2,000 secures. Braithwaite, Pendeen, Sedbergh. 771-6427

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The above vehicles have been maintained to our very high standard, well tyred, offered for immediate delivery.

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1948 BEDFORD Duple Vista 29-seater, Dunlopillo seating, good mechanical condition, £375. E. N. Fry, East Halton, Grimsby. Phone, Killingholme 246. 771-x9452

BEDFORD Duple 29-seater coach, 1947, certificate of fitness 1959; Bedford Thurso 29-seater coach, 1948, certificate of fitness 1960, £300 each. Tappings Coaches, Tingewick, near Buckingham. Fimmere 329. 771-x9890

1946 BEDFORD 29-seater Duple, engine reconditioned 1957, ticket 1960, good condition, any test, £235. Cumpins Coaches, Park Crescent, Brighton. 771-354

### Used Passenger Vehicles (contd.)

1936 BEDFORD Duple 41-seater coaches, certificates of fitness to June, 1961; these vehicles are indistinguishable from new, only used during summer season.

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1957 BEDFORD Super Vega 41-seater Duple, 15,000 miles, genuine, as new.

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TIGER COACHES, Dewsbury Garage, Salebury. Phone, Salebury 242. 771-214

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DAIMLER CDV, 6 33-seater Harrington bodies, 1949, full front, 1948, half cab, good certifications, perfect. Morden Travel, 2 Rose Hill, Sutton, Surrey. Fairlands 6128. 771-6478

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NORTH CHESHIRE MOTORS, LTD., Woolston. Phone, Warrington 3277. Service, spares and sales. 772-903

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All types of bodies built to your requirements. Part-exchanges and terms arranged.

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STEELE GRIFFITHS AND CO., LTD., 295 Camberwell New Rd., S.E.5. Phone, Rodney 2201-6. All makes of commercial vehicles supplied. 772-606

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DOUBLE-DECKER buses with Gardner SLW engines. Complete, also A.E.C. 7.7 engines. £175. BEAUMONT GARAGE, 330 Brixton Rd., S.W.9. 771-6451

#### DENNIS

1950 DENNIS Lancet 35-seater, Yeates body, certificate of fitness 1960, £500. Box CM696, care of 'The Commercial Motor.' 771-347

#### LEYLAND

1949 LEYLAND full-front 33-seater luxury coach, clean condition throughout, to clear, only £395.

#### TERMS AND EXCHANGES.

#### WILDE AND BENNETT, LTD.

#### HADFIELD, MANCHESTER.

#### Phone, Glossop 2902-3.

AFTER HOURS 356. 771-138

#### VULCAN

1949 VULCAN 31-seater, full-front bus, Dunlopillo seating, Perkins P6 Diesel engine, colour blue and grey. certificate of fitness to October 1959, £395. VICTORIA GARAGE (WESTON), LTD., Alfred St., Weston-super-Mare. Phone, 1450. 771-363

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#### PASSENGER TRANSPORT SPECIALISTS.

1949 GUY, Meadows Diesel engine, fitted with 1952 being repainted, £1,150.

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Burlingham coach, certified 1960, £700.

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50 Coaches and buses always in stock.

SEND for list giving full particulars, prices, etc.

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33 SEATER half-cab Diesel coaches for hire on monthly terms.

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NIGHTS AND WEEK-ENDS 32347 AND 22295.

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LONDON'S LEADING PASSENGER AND COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:—  
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.  
HOWARD 1266, PBX.

NEW BEDFORD petrol-engined chassis, mounted with a Duple 41-seater Super Vega coachwork. 8 ft. or 9 ft. 7 in. finished in ivory or primer, extras to instruction, delivery 14-21 days, painted to choice.

THE FOLLOWING COACHES ARE AVAILABLE FOR IMMEDIATE DELIVERY, SUBJECT TO BEING UNSOLD, FOR ANY REASONABLE OFFER:—

**1950 ALBION**, 4-cylinder oil engine, full-front 31-seater coachwork by All Weather, partition behind driver, certificate of fitness 1960, choice of two.  
**1950 AUSTIN** 14-seater full-luxury coach.  
**1950 A.E.C.** Regal, 9.6 engine, pre-selector, 35-seater, 1959.  
**1950** (Re-registered) **A.E.C.** 7.7 engine, 35-seater, 1959.  
**1949 A.E.C.** 9.6 engine, pre-selector, 33-seater West-Nor coachwork.  
**1949 A.E.C.** 9.6 engine, pre-selector, 33-seater Bellhouse Hartwell coachwork.  
**1947 A.E.C.** Renfrew 7.7 engine, 35-seater Duple coachwork, certificate of fitness 1960.  
**1946 A.E.C.** 7.7 engine, 33-seater Duple coachwork, certificate of fitness 1962.  
**1942 A.E.C.** fitted with 7.7 oil engine, 33-seater coachwork, certificate of fitness 1961.  
**1949** **BEDFORD** 29-seater Duple Vista, driver-operated door control, certificate of fitness 1959.  
**1948** **BEDFORD** 29-seater Duple Vista, certificate of fitness 1960.  
**1947** **BEDFORD** 29-seater Duple Vista, certificate of fitness 1959.  
**1948** **LEYLAND** PS1/1, 35-seater Duple coachwork, certificate of fitness 1961.  
**1948** **BORGWARD** 7-seater Microbus, petrol engine.  
**1955**

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ARRANGED BY OUR DEPOTS AT:—

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Phone, Cardiff 30641.

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CORNARD ROAD, SUDSBURY, SUFFOLK.  
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**1950 LEYLAND** PS1/1 with Bellhouse-Hartwell 35-seater bodies, certificates of fitness 1960, choice of three, good tyres, £450 each.

**1949 CROSSLEY**, down-draught engines, Burlingham 33-seater bodies, good tyres, choice of three, £275 each.

**1949 GUY** Arab 33-seater Metalcraft body, certificate of fitness 1959.

**1947 DENNIS** Lancet Mk. III, 32-seater Strachans edition, certificate of fitness 1961, choice of seven from £200.

**1939 LEYLAND** TS8 with 30-seater Harrington bodies, certificates of fitness 1960, choice of three, £300 each.

**H.P.** Facilities available on all vehicles. These and many others are available for immediate inspection at our works.

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MAIN VAUXHALL, BEDFORD DEALERS.  
STRATFORD-ON-AVON.

HAVE for immediate delivery the following used passenger vehicles:—

**EX-DEMONSTRATION** model **BEDFORD** 29-seater Vista, 6-in. Duple body, petrol engine.

**1955** luxury seats in wine moquette, twin heaters, radio and speech amplification, certificate of fitness; this vehicle is in about new condition.

(Model) **BEDFORD** Vista 29-seater, in immaculate condition, repainted and resurfaced, quarter light, tubular racks, ready delivery late August.

**1949 A.E.C.** 33-seater, Burlingham body, 9.6-litre engine, pre-selector gearbox.

**1949 COMMER** 30-seater Yeates body, immaculate condition.

**1949 DAIMLER**, 33-seater Duple body, fitted A.E.C. 7.7-litre engine.

**1947 LEYLAND** 33-seater, Diesel engine.

PART-EXCHANGES, HIRE-PURCHASE FACILITIES.

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**1953 BEDFORD** SB Yeates Riviera 35-seater, every extra fitted, retrimmed red interior, amber light-up vents, glass roof quarters, reconditioned engine, six new tyres, certificate of fitness March, 1963, immaculate, £2,250.

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**1952 ALBION** Vista, 33-seater, 6-in. Duple Vista, 7.7-litre, wide, Formica sides, red interior, red and cream, one owner, certificate of fitness, 1962, £1,550.

**1951 CROSSLEY**, down-draught reconditioned engine, 17-seater, Burlingham body, full-front body, red heater, certificate of fitness 1961, £1,500.

**1950 ALBION** Victor, Diesel, 33-seater, full-front luxury body, autumn tint interior, one owner, £2,375.

**1950-51 COMMER** Avengers, 35-seater luxury bodies, choice of two, blue interiors, from £750.

**1949 AUSTIN** 29-31-seater luxury coaches, choice of three, from £150.

**1949 DENNIS** J3 35-seater Duple body, high-back seats, blue interior, certificate of fitness May, 1959, one owner, £1,250.

**1948-49 BEDFORD** Vista, all with certificates of fitness from £250.

**1938 LEYLAND**, E102 engine, 33-seater Duple body, Dunlopillo seating, heater, certificate of fitness, May, 1960, £1,250.

**1937 LEYLAND** Cub, petrol engine, rehomed 1950, full-front Longwell Green 29-seater, very clean, certificates of fitness December, 1959, £150.

**ALWAYS** a good selection of coaches suitable for workmen and travelling shops. We invite your inquiries.

**HIGHBACK** conversions, trimming, painting, accident repairs and steam cleaning speedily executed.

## Used Passenger Vehicles (contd.)

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SELECTED BUSES AND COACHES  
ACTUALLY IN STOCK AND AVAILABLE FOR  
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SUPER DOUBLE-DECKERS.

**1954** LEYLAND low-decker 61-seater special double-decker bus, twin seating top deck and bottom, fitted Leyland Comet rear engine with £750 worth of spares, in immaculate body and mechanical condition, certificate of fitness end of 1959, guaranteed reconditioning, price £2,750.

**1954** LEYLAND Choice of a number of Leyland high-bridge double-decker Eastern Coachworks, 1951 bodies, well-tried, certificate of fitness 1961, price £400-£450 each.

**1954** LEYLAND Choice of a number of low-bridge Leyland double-deckers, 1951 bodies, luxury seating, certificate of fitness to 1960-62, price £275-£300 each.

**1954** LEYLAND 1950's high- and low-bridge double-deckers, 1951 bodies, leather and aluminium all-metal bodies, in excellent condition, certificates of fitness to 1959-60, choice of 25, prices from £225-£275.

ALL the above vehicles are in immaculate body and mechanical condition and are available for immediate inspection and test.

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**1948** A.E.C. 36-seater Harrington service saloons, 1950's high-bridge double-deckers, 1951 bodies, leather and moquette seating, fitted with Dunlopillo seats, £750 each, £1,250 each, certificates of fitness to 1960-62, price £420-£450 each.

**1940** BRISTOL L-type 35-seater saloons, fitted 3LW Gardner Diesel engines, 5-speed boxes in good mechanical and body condition, several chassis only, price from £175 each.

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IMMEDIATE DELIVERY NEW BEDFORD PETROL-ENGINESED PASSENGER CHASSIS WITH 41-SEATER COACH BODIES BY DULP.

A wonderful selection of ALBION Duple full-front full-luxury coaches, 1955 and 1953 models, all vehicles fitted with Albion 4-cylinder Diesel engines and their 1953 models have certificates of fitness valid until 1963 and 1964 respectively. Call now for benefit of selection. These vehicles are offered at particularly attractive prices in relation to their condition.

**1953** BEDFORD Duple 36-seater coach, exterior red and cream, seating is blue patterned moquette, certificate of fitness 1963. Excellent tyres, absolutely tip-top machine.

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**1951** BEDFORD Plaxton 33-seater coach, exterior in cream and red, seating trimmed in dark blue moquette, outstanding condition.

**1951** TILLING-STEVENS Strachan 34-seater full-front semi-coach, certificate of fitness January, 1962. Meadows 4-cylinder Diesel engine, recently overhauled, chassis £1,250.

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MANY OTHERS.

LARGE SELECTION OF BEDFORD, COMMER, ALBION, A.E.C. COACHES, SUITABLE FOR THE TRANSPORT OF WORKMEN OR FOR CONVERSION TO TRAVELLING SHOPS.

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We also have a number of vehicles for workmen's service. 771-58

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## PRICES

ON APPLICATION.

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### Used Passenger Vehicles (contd.)

#### BARNARD AND BARNARD, LTD.

**1953** BEDFORD Super Vega 35-seater full luxury Duple body, extra courier seat, radio and heater, in good clean condition throughout, certificate of fitness 1963.

**1949** MAUDSLAY 7.7 A.E.C. oil engine, 33-seater full luxury Duple body, radio and heater, in clean condition throughout, certificate of fitness 1960.

**1950** DENNIS Lancer J3, fitted with a 35-seater, full luxury Duple body, radio and heater, in good clean condition throughout, certificate of fitness 1960.

**1947** MAUDSLAY 7.7 A.E.C. oil engine, 34-seater, full luxury Duple body, heater, in good clean condition throughout, certificate of fitness 1959.

**1954** BEDFORD 36-seater full luxury Duple body, fitted with radio, heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1959.

**1950** BEDFORD, Ventura 29-seater full luxury Plaxton body, high-back Dunlopillo seats in good clean condition throughout, certificate of fitness 1960.

**1950** COMMER Avenger, 34-seater, full luxury Duple body, fitted heater, in good clean condition throughout, certificate of fitness 1960.

**1938** DENNIS Big Four oil engine 35-seater, full luxury Duple body, in good clean condition throughout, certificate of fitness 1960. £175.

**1952** LEYLAND Royal Tiger, 41-seater, full luxury, Longwell green body, fitted with heater, in good, clean condition throughout, certificate of fitness 1961.

**1949** DAIMLER, 33-seater full luxury Harrington diesel, 41-seater, fitted with heater, in good clean condition throughout, certificate of fitness 1959.

**1948** BEDFORD Vista, 29-seater, Duple body, Dunlopillo seats, in good clean condition throughout, certificate of fitness 1960; choice of three.

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**1953** A.E.C. Mk. IV, synchromesh gearbox, 41-seaters, Yeates Riviera body, three lift-up roof panels, quarter lights, radio, heater, red upholster, one owner, certificate of fitness 1962.

**1952** A.E.C. 7.7 Wilson gearbox, 41-seater Burleighham Seagull body, autumn tint upholster, painted cream and red, certificate of fitness 1962.

**1948** A.E.C. with 35-seater front-entrance bus body, in exceptional condition, for office staff workers or general use. £350.

**1947** A.E.C. 7.7 chassis, 33-seater, all-metal bus body, upholstered in green leather, certificate of fitness 1960. £325.

**1945** GUY, 6-cylinder Gardner engines, 55-seater Weyman composite lowbridge bus body, current certificate of fitness 4250.

**1947** BEDFORD Vista Duple 29 seats, certificate of fitness 1961, very clean.

**1946** DAIMLER 7.7 A.E.C. double-decker, 56 seats, certificate of fitness.

**SEVERAL** A.E.C. 9.6 and Leyland PSI, chassis only.

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**1955** BEDFORD Vega luxury 38-seater Duple saloon, immaculate condition throughout, colour cream and red.

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**1947** LEYLAND PDI chassis, 7.4-litre Diesel engine, fitted Brush 35-seater lowbridge-type double-deck bus, good order.

**1945** GUY, SLW, Rose lowbridge 35-seater double-deck bus, good order.

**A** Number of LEYLAND LT5A 36-seater buses, also Dennis Lance, with SLW engine, 32-seater bus bodies all in good order, suit public work contractors.

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**A** Number of LEYLAND TS8 chassis with 7.4 Diesel power unit, and fitted with 1949 Duple high-back seating coachwork.

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469-475 HOLLOWAY ROAD, LONDON, N.7.  
Phone, Archway 2647 (five lines).

**1953** March, BEDFORD, 36-seater Gurney Nutting body, fawn floral moquette, exterior grey-green, roof lights, Formica panels, clock, certificate of fitness, March 1963.

**1950** MAUDSLAY, A.E.C. 7.7 engine, 33-seater Duple, sliding roof Clayton heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness December 1960.

**1950**, July, GUY Vixen, 29-seater Thurgood body, blue moquette, exterior blue, certificate of fitness to May 1959.

**1950**, May, DENNIS 35-seater Whitton coach, exterior brown-cream, certificate of fitness to April 1960.

**1950**, February, BEDFORD 29-seater Vista, green moquette, exterior cream-green, clock, sliding roof, certificate of fitness to December 1960.

**1949**, May, CROSSLEY, 34-seater Duple body, red, redown moquette, exterior red-cream, certificate of fitness to May 1959, choice of two.

**1949**, June, CROSSLEY, 33-seater Whitton coach, red moquette, maroon-cream exterior, clock, heater, top sliding window, sliding roof, certificate of fitness to July 1959.

**1948**, May, DENNIS Lance III, 33-seater Duple body, cream-blue, exterior cream, clock, sliding roof, certificate of fitness to October 1959.

**1947**, November, MAUDSLAY Mark II fitted with A.E.C. 7.7 Diesel engine, 35-seater Duple, red moquette, exterior red-cream, clock, heater, sliding roof, certificate of fitness December 1960.

**1947**, February, BEDFORD 29-seater Vista, blue 9-seater, exterior blue-black, certificate of fitness to April 1959.

**1944**, May, BEDFORD with new 1951 29-seater Vista body, fawn moquette, exterior cream, brown, black, sliding roof, clock, certificate of fitness to October 1959.

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STANLEY HUGHES AND CO., LTD.

LODGE GARAGE,  
WHITEHALL ROAD WEST,  
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**O**FFER at special clearance prices to make room for new stock.

**1951** CROSSLEY down draught 37-seater Burlington, certificate of fitness to 1961.

**1949** A.E.C., 9.6, Burlington body.

**1949** A.E.C., 9.6, Plaxton body.

**1949** CROSSLEYS, with Plaxton and Burlington bodies.

**A** Numbers 1947-48-49 BEDFORDS with petrol and 2 Perkins P6, from £275 each.

**A** LBION lowbridge double-decker, 6LW, first-class condition, just been certified.

**S**PARES for all types of passenger vehicles.

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**S**PARE parts depot, Bradford 64331-4.

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**19** Highbridge double-deck buses.

**1946** LEYLAND PDI, 7.4-litre oil engine, coach-work by Charles Rowe, 56 seats, one only.

**1946** A.E.C. Regent, 7.7-litre, crash-type gearbox, all-metal construction by M.C.W., 56 seats, eight from £290 to £375 each.

**1946** GUY Arabs, powered SLW Gardner engines, Northern Counties coachwork, 56 seats, choice of 10.

**S**EVERAL of these are certified late 1959 and 1960.

**P**rices from £150 to £275 each.

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**1950** BEDFORD Duple Vista 29-seater, low mileage, £750.

**1950** BEDFORD Duple Vista 29-seater, on 1945 chassis, certificate of fitness 1961, £550.

**1947** BEDFORD Duple Vista 29-seater, very good order, £325.

**1949** COMMER, 29-seater Myers Bowman body, excellent condition, certificate of fitness 1959.

£325.

**1949** FODEN, 5-cylinder Gardner, Duple 33-35-seater, new retrim, certificate of fitness 1962.

£685.

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### August 8, 1958—THE COMMERCIAL MOTOR 53 (Supplement)

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NEW BEDFORD

PETROL DUPLEX SUPER VEGA.

IMMEDIATE DELIVERY, OFFERED AT SPECIAL PRICE DUE TO LATE SEASON.

NEW A.E.C.

DUPLEX OR PLAXTON

41-SEATER

FOR IMMEDIATE DELIVERY.

MAUDSLAY 7.7 Duplex full-front 32-seater, certificate of fitness 1960, £1,050.

1950 BUSES 1960, £650.

A.E.C. Mark IV 35-seater Burlington, Seasull, fitted with armchair seats, showroom condition, £1,150.

MAUDSLAY, 7.7 A.E.C., 39-seater full-front, £1,050.

BEDFORD Duplex 29-seater, Formica sides, red interior, certificate of fitness 1959, £425.

DENNIS Yeats, 35-seater, certificate of fitness 1960, £450.

DAIMLER Avenger 33-seater, choice of two, £700.

SEVERAL half-cabs, Leylands, PSI, A.E.C., 9.6 and 7.7 from £200 with good certificates of fitness, Duplex, Plaxton and Burlington bodies.

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### THURGOODS OF WARE.

**1952** GUY Arab (41) Trans-United luxury coach, excellent condition, metal-top sliding windows, sliding roof, heater, demister, chrome, foglamps, exterior red and cream, certified 1962, £2,250.

**1950** BEDFORD Vista (29), red high-back seats, Formica sides, exterior cream and choice of two, from £1,250.

**1949** GUY Vixen (29) full-front, grey exterior, good condition, £385.

**1947** 7-6 BEDFORDS (29), green, red and grey, choice of three, from £325.

**1948** 7-6 BEDFORD buses (28), blue, green and red, choice of three, from £275.

**1947** DENNIS Lance III (35), Yeats body, maroon and red, green chair seats, certified June, 1960.

**1947** BEDFORD driver-operated door gear, fitted, £17 15s.

**1947** BEDFORD re-trims and conversion to high-back—one-day service.

#### LOW BRIDGE DOUBLE DECKERS.

**1943** 4-5 GUY, SLW Gardner engines, 33 seats, choice of 16, from £250.

**1948** CROSSLEY all-metal late-type bodies, 31 seats, immaculate condition, choice of two, £375.

**FOUR** LEYLANDS and Guy high-bridge, all-metal bodies, 36 seats, certified to January, 1960, from £250.

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**AUSTIN** 29-seater, Thurgood body, high-back seats.

**CROSSLEY** 35-seater Strachan body, high-back seats, very clean coach.

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**NEW BEDFORD** 41-seater Super Vega, petrol or Diesel, finished to customer's requirements, 14 days' delivery.

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#### INGS ROAD, WAKEFIELD.

#### TRANSPORT VEHICLE SPECIALISTS.

**NEW** 1958 ATKINSON L644 light-weight (Gardner 4LW) 37-seater Plaxton Highway combi.

**1954** BEDFORD (36 h.p. petrol) 36-seater Burlington.

**1951** ALBION Victor (Diesel FT13) 31-seater Cawood full-front, choice of two, cream-blue, £750.

**1950** ALBION Cawood (36 h.p. Diesel) 35-seater Cawood, cream, blue, choice of two, £625.

**1949** BEDFORD Vista, Mark VI 29-seater, Duple, cream-maroon, heater, certified 1959.

**1948** LEYLANDS PSI (7.4 Diesel) 33-seater Burlington, grey-blue, certified 1960, £650.

**1948** DENNIS Lance (6-cylinder Diesel) 35-seater Duple, heater, certified 1959, £475.

**1946** 45 DAIMLER CV6 (A.E.C. 7.7 Diesel) 36-seater Massy double-decker, choice three.

**1946** BRISTOL L-type (Gardner 4LW) 32-34-seater Eastern Counties omnibus; choice two.

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#### COMBERHILL GARAGES, LTD.

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Used Passenger Vehicles (contd.)

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PALACE BUILDINGS,  
229 CROSS LANE,  
SALFORD. 5.  
Phone, Pendleton 5331.

**1958** BEDFORD petrol 41-seater Plaxton.  
**1958** COMMER TS3 41-seater Plaxton, 2-speed axle.  
**1957** BEDFORD petrol 41-seater Plaxton and Duplex; choice of several.  
**1957** COMMER TS3 41-seater Plaxton or Duplex; choice of several.  
**1956** two BEDFORD petrol 38-seater Duplex, choice of two.  
**1955** two BEDFORD petrol 38-seater Duplex; choice of two.  
**1949** LEYLAND PS2 33-seater Harrington.  
**L** EYLAND PS2 33-seater full-front Harrington.  
**S** END for full list.  
PLEASE write or phone for appointment to view.

771-272

**ALEXANDER AND TATHAM LTD.**  
SURREY STREET,  
SHEFFIELD. 9.  
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**L** EYLANDS 33-, 35- and 39-seaters, re-bodied in 1949-1950. 7.7 A.E.C. engines, certificates of fitness, middle 1950, immediate delivery, £250-£350.  
**G**UY lowbridge double-decker. Eastern Coachworks bodies, 5LW engines, £275-£325.  
**DAIMLER** highbridge double-decker. 7.7 A.E.C. engine, £275.  
**A** LBIION, 1949. 4-cylinder CX9 33-seater coach, £350.

**B** RISTOL, 1948. Eastern Coachworks body, 35-seater, 7.7 A.E.C. engine, certificate of fitness September, 1950, in excellent body and mechanical condition, £550.  
**M** OST of the above vehicles have current certificates of fitness and are in very good body and mechanical condition.

771-384

**T** HE MOTOR D EPOT.  
158 WALSGRAVE ROAD, COVENTRY.  
Phone, day 5258. Night, 68503.  
**N** EW AUSTIN 12-seater coaches, finished to P.S.V. required, £650. Early delivery.  
**1951** LEYLAND PS1, full-front Plaxton body.  
**1951** DENNIS, 35-seater full-front Duplex body.  
**1950** MAUDSLAY, 33-seater full-front Burlington.  
**1949** BEDFORD Vista 29-seater, new set high-back seats fitted, five years' certificate of fitness.  
**1947** MAUDSLAY 35-seater full-front, luxury body.  
**1949** CROSSLEY, 33-seater luxury body.  
**H.P.** Facilities. Part-exchanges.

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Used Passenger Vehicles (contd.)

**L** ES G LEAVE, LTD.  
**1948** FODEN Burlington body, 6-cylinder Gardner, certificate of fitness, ready for immediate use.  
**1949** ALBION full-fronted 31-seater, petrol, certified to 1959.  
**1950** BEDFORD Vista, £500.  
**1950** AUSTIN coach, £200.  
**1951** CROSSLAND Plaxton, full-front, 37 seats, certificate of fitness 1951, choice of two.  
**T** WO COMMERS fitted with Duplex body for immediate delivery.  
**B** EDFORD Vegas, 41-seater Duplex, for immediate delivery.  
**L** ES G LEAVE. Phone, Audlem 359 and 332.

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**E** RRINGTONS OF E VINGTON, LTD.  
**1947** A.E.C. 9.6 Plaxton, 33-seater coachwork, good runner, certified late 1959, bargain price, £350.  
**1948** DENNIS Lancet III Diesel, Yeates 35-seater, used private only.  
**1949** CROSSLEY (down draught engine), Strachans 33-seater body, certified 1959, £375.

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771-436

**C** OLBRO LTD., have for immediate hire up to 50 single-deck buses for contractors and other use. Short- or long-term hire can be arranged.  
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VICTORIA COACHES offer:—

**1958** BEDFORD 41-seater Plaxton.  
**1957** BEDFORD 41-seater Duplex.  
**1956** COMMER TS3 41-seater Plaxton or Duplex, choice of several.  
**1955** BEDFORD 38-seater Duplex.  
**P**LEASE write or phone for appointment to view.  
**1159** LONDON RD., Leigh-on-Sea. Phone 74456.

771-273

**T** WO 1958 OPEL coaches, Duplex bodies, 27 seats, certificates of fitness November, 1959, high-back Latex foam seats, Bedford 28-h.p. engine, gearbox, all spares available, clean condition. West End Garage, Bruton, 2128, Somerset.

**P** EERLESS MOTORS, LTD., Bath Rd., Slough. Phone 25121.  
**1947** BEDFORD Plaxton, certificate of fitness December, 1949. 30-seater, £275.  
**1949** CROSSLEY Diesel, certificate of fitness June, 1959. 33-seater, £475. And another at £295.  
**1952** KARRIER 14-seat coach, in excellent condition, certificate of fitness November, 1956, £1,095.  
**1949** COMMER 30-seater coach, in good order, certificate of fitness August, 1959, £395.

771-323

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

AMBULANCES

**1949** COMMER Q2 ambulances, very good condition, £1000-£1200 etc., from £75.  
**H.** F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262.

**B** EDFORD, Austin, Albion and Rolls-Royce ambulances, 12 h.p. to 27 h.p., from £100 to £400. Lawton Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226.

**A** RTICULATED VEHICLES  
INCLUDING MECHANICAL HORSES

**C** ARRIMORE close-coupled articulated 6-wheelers, hand-some appearance and ideal weight distribution.  
**C** ARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3.  
771-708

**1957 THAMES 4D.**  
TASKER RAMP COUPLING, 43,000 MILES.  
ALSO TWO REBUILT 5-TON LOW-LOAD TRAILERS.  
£960.

**S**MITH SECTIONS.  
MAUD'S ELM, CHELTENHAM.  
Phone 58016.

771-9

**1952** October, S-type BEDFORD-SCAMMELL tractor unit, fitted with Leyland Comet 90 engine, new rear axle recently fitted, ready for immediate work, overall weight 2 tons 9 cwt. 2 dr., £585. G. M. Garside (Bristol), Ltd., 74 Foeder Rd., Bristol, 2. Phone Bristol 77067.

A52

Miscellaneous Vehicles (contd.)

**1947** AUSTIN articulated 24-ft. flat, in good order throughout, excellent tires, £275.  
**F** RANK B. CORDINGLEY AND SONS, 353 Moss Lane East, Manchester, 14. Phone, Moss Side 4574.

771-67

**D**ODGE articulator, July, 1955, fitted with P6 engine, B.T.C.-S.A.E. couplings and 20-ft. B.T.C. semi-trailer. CENTRAL GARAGE, Barnsley Rd., South Elmsall, near Pontefract. Phone, Elmsall 726-7-8.

**1956** Thematics articulator unit, Perkins P6, with boxvan trailer of 950-1,000 cu. ft., roller shutter at rear and roof ventilators, 45,000 miles approximately. Michelin X tires, as new, £1,150.

**1957** Thematics articulator unit, 7.50 by 20 ft., Tasker ramp attachment, mileage 27,740, two 20-ft. flat platform semi-trailers, excellent condition, £1,650.

**W.** H. PERRY, LTD., Station Bridge, Wheadonbury, W. Phone, Harrow 1031.

771-171

**B** EDFORD Tasker, P6 engine, excellent throughout, with 10-ton low-loader, 12-ft. well, knock-out axle, £650.

**1951** BEDFORD-SCAMMELL, petrol tractor, with 6-ton drop-frame trailer, sound condition.

**NEW** BEDFORD 10-ton F.C. tractor, incorporating 100-cu.in. Diesel engine and 2-speed axle.

**NEW** SCAMMELL 8-ton 23-ft. platform trailer.

**NEW** BEDFORD 8-ton Diesel forward-control tractor and 8-ton 23-ft. Scammell trailer.

**SCAMMELL** Scarab on favourable delivery.

DEMONSTRATIONS.

INQUIRIES from the specialists—

**E. J. BAKER AND CO. (DORKING) LTD.**

DORKING 3822, EXT. 19.

771-208

Used Passenger Vehicles (contd.)

**D** EACON'S GARAGE, Dorchester, Oxon. Phone, Chilton Hampden 217.  
**N** UMBER of 1946 A.E.C. double-deck busses, 56-seaters, Metro Cam bodies, certificate of fitness to 1960, from £600.  
**C** HOICE of four 6-cylinder Gardners and several Maudslays.  
**C** HOICE of GUY double-deck 6LW and 5LW 56-seaters, from £275.

**1956** LEYLAND Tiger Cub, Burlington Seagull 41-seater full luxury coach, £3,900.  
**1956** BEDFORD Duplex 41-seater luxury coach, £2,675.

**A** ll the above vehicles in immaculate condition, only used on tours and excursions and private hire, any trial or inspection. Phone, Highley 2000.

**W**HITTE HIGHLEY, near Kidderminster. 771-348

**D**AIMLER 56-seater double-deck busses with A.E.C. 7.7 Diesel engines, choice of three excellent machines at £150 each. Also a very large selection of Albion, A.E.C. and Foden 33-seater coaches suitable for public works contractors at prices from £200. Let us have your inquiry and for a small deposit select.

**S.M.T.** SALES AND SERVICE CO., LTD., 177-205 Finniston St., Gilmrow, C.5. Phone, Douglas 2940.

**29**-32-SEATER AUSTIN coaches fitted with Plaxton and All-Weather bodies, certificates of fitness, ready for immediate service, from £285.

**D**ENNIS Diesel 1948 33-seater, £325.

**G**ARNERS COACHES, LTD., 37 South Ealing Rd., London, W.5. Ealing 9046. 771-315

Unclassified Wanted

**W**ANTED, passenger vehicles for dismantling. R. Justice, Winter Closes, Underwood, Notts. Langley 222-3182.

NEW PASSENGER VEHICLES

BEDFORD

**C**OACHES AND C OMPONENTS, LTD., 469-475 HOLLOWAY ROAD, LONDON, N.7. Phone, Archway 2647 (five lines).

**A**RE now taking orders for 1958 BEDFORD 29- to 41-seating capacity luxury coaches, fitted with petrol or Diesel engines. PART-EXCHANGES and H.P. terms arranged to your satisfaction.

VOLKSWAGEN

**E**UROPEAN CARS, LTD., distributors for London western districts; early delivery Kombi Microbus, van, pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7. Fre 7722.

UNCLASSIFIED

**N**EW FORD Thames 12-seater P.S.V., available September.  
**N**EW AUSTIN A152 12-seater, forward seats, immediate delivery.  
**S**TOKLAND GARAGE, LTD., Marsh Hill, Erdington, Birmingham 23. Phone, Erd 2488. 772-6491

Miscellaneous Vehicles (contd.)

**1947** SEDDON P6, 24-ft. 6-in. Carrimore trailer, reconditioned engine, £1450. Coues and Edwards, Ltd., Nottingham. Phone 32213. 771-152

CAPITAL MOTOR CO., LTD.

SCAMMELL DISTRIBUTORS.

BEDFORD MAIN DEALERS.

**N**EW BEDFORD-SCAMMELL 8-ton forward-control and 10-ton tractor units, immediate delivery.

**N**EW SCAMMELL trailers, early delivery.

**N**EW SCAMMELL Scarab for early delivery, either petrol or Diesel engine.

**SCAMMELL** 6-ton Scarab, in excellent condition throughout, £450.

**1954** (Registered) BEDFORD-SCAMMELL tractor unit, Diesel and first-class mechanical condition.

**1950** SCAMMELL 3-ton Scarab and two 15-ton box-van trailers, clean condition.

**R**EMINGTON ST., City Rd., N.1. (Near Angel) Clerkenwell 7456. 771-251

**1947** BEDFORD articulated P6, 24-ft. trailer, good tyres all round.

**H.** F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262.

**1946** BEDFORD-SCAMMELL petrol engine tractor and low-loader machinery carrier, 13-ft. 6-in. well, 7.50 by 20 twin rear to knock-out rear axle, £420. H. P. Edwards.

**C**REASEYS COMMERCIALS, Great North Rd., Knebworth, Herts. Phone 3377. 771-304

## Miscellaneous Vehicles (contd.)

**A** Large selection of articulated vehicles always in stock. 3-tonners to 100-tonners including a wide variety of types. Let us know your requirements. Terms and exchanges.

**R** USH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 771-390

## BREAKDOWN VEHICLES

**UNREGISTERED** ex-W.D. Austin 6 by 4, A.E.C. 6 by 6, Albion 6 by 6 c/w winches. Cundee and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 771-652

**NEW** Harvey Frost 10-ton towing ambulances on twin solid wheels, ex-Government, complete with all fittings, new price £150 each, our price only £80 each. J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone 354. 771-6470

## CATTLE CONVEYORS AND HORSEBOXES

**G.** C. SMITH (COACHWORKS), Long Whatton, Leicestershire. Specialists in horseboxes and livestock bodies. Phone, Hathern 291-2. 771-998

**1954** SEDDON Diesel platform vehicle, over 20 m.p.h., with excellent 16-ft. lift-off cattle-horsebox. Luton cab, with platform panel in roof, little used, repainted in stained finish smart outfit. RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel." 771-31

## EX-W.D. VEHICLES

A NAME WORTH KNOWING.

**CUNDEY AND STEWART, LTD.**, ALFRETON, DERBYSHIRE. Phone, Leabrooks 477.

**THE EX-W.D.** DEALERS AND DISMANTLERS.

4 X 4 SPECIALISTS 6 X 6. VEHICLES. SPARES. TYRES. 771-704

**E**X-W.D. trucks and spares, including Chevrolets, Ford, Dodge, Studebakers, C. M. Swover (Motors), Lane End, High Wycombe, Bucks. Phone, Lane End 234. 771-909

**J.** H. ROLLASON, Romsey Rd., Cadnam 3301, Hants. **S**PECIALISTS in 4 by 4 and 6 by 6 4-drive vehicles and spares including Ford, Chevrolet, Dodge, Austin, Bedford, Maudslay.

**A**USTIN and Bedford 4 by 2 and 4 by 4 3-ton vehicles, in first-class condition, available. Specifications and photographs available on request. Overseas inquiries invited.

**C**MORGAN AND SON, Waltham Chase, Southampton, 2-ton. Phone, Bishop's Waltham 133. Canteen. "Morgans", Southampton.

**M**OS. reconditioned ALBION 6 x 6 with winch, £200. M. also many other ex-W.D. vehicles available. Ashby's Garage. Phone, Cobham (Surrey) 3154. 771-719

**C**ANADIAN Ford 4 x 4, late heavy type winch truck, good condition, £125. Also Canadian 3-ton 4 x 4 Chevrolets and Fords. 57 Lower Forbury Rd., Portsmouth. Phone 24117. 772-89810

**F**ORDSON 4 by 4 ex-W.D., unregistered, delivery mileage only, drop sides and rear, tubular frame and tilt, fitted as workshop truck, choice of three, £125 each. **F**ORDSON 6 by 4 ex-W.D. fitted large insulated body. Delivery mileage only, £175; would consider offers as premises must be vacated.

**E**DFORD 4 by 4 ex-W.D. tipper, £125.

**B**EDFORD 4 by 4 ex-W.D. tipper, with signal van body, £125.

**G**EFARE, LTD., 17 Lynn Rd., Wisbech. 771-7

**B**EDFORD 4 by 2, Army reconditioned, £125.

**B**EDFORD 4 by 4, Army reconditioned, £125.

**P**ERCY SLEEMAN, LTD., 38 Uxbridge Rd., Ealing, W.5. Phone, Ealing 7987; Uxbridge 5022; after hours, Western 1321. 771-1111

## INSULATED VANS

**C**HANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. **1954** AUSTIN 3-ton hygienic meat van, fitted with interior meat rails, alloy floor, height 6 ft. 6 in., in excellent condition, £395.

**G**RE 2033-4.

771-259

**M**EAT body, latest type for hanging meat, as new, £135. Pirbright Garage, Pirbright Rd., Southfields, Van-dyke 2366. 771-281

## LUTON VANS AND PANTECHNICS

**1950** Model BEDFORD Luton van, approx. 1,000-cu.-ft., very clean, unladen weight 2 tons 15 cwt., £245. Coppells Motors, 92 Broughton Lane, Safford, 7. Phone, Blackfriars 7764. 771-102

**1952** FORD Thames 4D Diesel Luton van, 1,400 cu. ft., in good running order, any trial, £375. Terms, exchange.

**B**EDFORD-SCAMMELL artic. pantechnic, large capacity, in good order, £275.

**R**USH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 771-405

## Miscellaneous Vehicles (contd.)

**A**LWAYS a good selection of pantechnics and horsebox, from 1-ton-6-cwt. capacity. Guy, Vauxhall, Austin, Morris, etc. Contact the van specialists, Alpine Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone, Bristol 77667. 771-441

**H. A. SAUNDERS, LTD.**, AUSTIN DISTRIBUTORS.

**1957** AUSTIN LD2 30-cwt. chassis, petrol, fitted large capacity Luton body, approx. 350 cubic capacity, colour green, under 10,000 miles.

**1956** AUSTIN LD2 30-cwt. chassis, Diesel, fitted large capacity Luton body, 350 cubic capacity, colour to choice, mileage under 40,000.

**N**EW AUSTIN 15-cwt. to 5-ton chassis, petrol, Diesel, fitted with Luton bodies, 400 to 1,250 cubic capacity, several available for immediate delivery in primer.

**H. A. SAUNDERS, LTD.**

C.V. DEPT., 836-842 HIGH ROAD, FINCHLEY, N.12.

Hillside 5272, ext. 22. 771-142

**C**HANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

**1951**, November GUY Otter, 4LK Gardner, with Eaton 2-speed axle, 1,100-cu.-ft. pantechnic drop-well, Plymax body, £465.

**1950** FORD Thames Diesel P6, with 1,300-cu.-ft. Plymax body, in excellent condition, £350.

**G**RE 2033-4.

**AUGUST 8, 1958—THE COMMERCIAL MOTOR 55**

(Supplement)

## Miscellaneous Vehicles (contd.)

**O**NE 4,000-gallon 5-compartment of 800 gallons Darham vehicle tank.

**O**NE 3,600-gallon 6-compartment of 600 vehicle tank.

**O**NE 2,500-gallon 5-compartment of 500 Thompson vehicle tank.

**T**WO 800-gallon oil-storage tanks.

**O**NE 4,000-gallon American vehicle tank suitable for storage. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge 8617-8. 771-183

**1953** FORD T6, 1,500-gallon.

**1948** DENNIS, 1,200-gallon, 4-compartment.

**1946** BEDFORD, 1,000-gallon, with pump.

**1948** FORD, 800-gallon, with pump.

**1950** AUSTIN, 1,500-gallon, 3-compartment.

**F. A. DOLMAN, LTD.**, 186 Carlton Avenue, H. Southend-on-Sea. Phone 43262. 771-291

## Tank Wagons Wanted

**WANTED**, Scammell frameless trailer tankers, 2,000 gal. four compartment, spirit type. Box CM695. care of "The Commercial Motor."

**WANTED**, 3,600- or 4,000-gal. spirit tank. Uxbridge 8617-8. 771-182

## TIPPING LORRIES

**1935** LEYLAND Beaver tipper wagon for sale, good running order; offers. Wm. Kayley, Ltd., Queen St., Iron Works, Ardwick, Manchester, 12. Ardwick 3281. 773-645

**1948** BEDFORD 5-ton long-wheelbase tipper, drop-side body, good tyres, Perkins engine, very clean, £225. Phone, Horbury 509, Yorks. 771-8942

**1955**, November, BEDFORD 5-ton long-wheelbase twin-ram tipper, 37,000 miles from new, immaculate, must be seen to be appreciated. Coppergate Motors, 92 Broughton Lane, Salford, 7. Phone, Blackfriars 7764. 771-101

**FORDSON** 3-ton tipper, in very good working order, serviceable, offers invited for immediate service. **MOTOR TRADERS (BRIGHOUSE), LTD.**, Huddersfield Rd., Brighouse, Yorkshire. Brighouse 2057. 771-62

**1953** FODEN 8-wheel tipper.

**1948** FODEN 6-wheel tipper.

**WILLIAM H. SHORT (CONTRACTORS), LTD.**, High Fields Garage, Baker St., Newthorpe, Notts. Phone, Kimber, 339-2. 771-25

**1946** FODEN 8-wheeled tipper long-wheelbase, 40 x 8 tyres, all very good, new coal and tipping gear recently fitted at a cost of £700, in good order throughout, £975.

**A**LBION CXI 8-ton short-wheelbase Diesel tipper, very good order throughout, £525.

**H**AMBLINS GARAGE, Rectory Rd., Rushden 3211. 771-41

**1956** FORD Thames ET7 Diesel tipper, steel body, in good running order, choice of six, £350 each. **R**USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 771-400

**1952** SEDDON twin-ram tipper, excellent condition. C. Russell, 46 Clarence St., Southampton. Phone, 26590. 771-145

**1955**, October, FORD 5-cu.-yd. tipper, P6 engine, 41,000, guaranteed, £565. Campbell Symonds and Co., Ltd., Forty Avenue, Wembley, Arnold 7771. **BEDFORD** long-wheelbase tipper, alloy body, £125.

**F. A. DOLMAN, LTD.**, 186 Carlton Avenue, H. Southend-on-Sea. Phone 43262. 771-293

**1957** FORD Thames 4D Diesel, 5-cd. drop-sides, all round, one C. owner, choice of two, £650 each. **CREASEYS COMMERCIALS**, Gt. North Rd., Knebworth, Herts. Phone 3377. 771-305

## TRACTORS

**SCAMMELL** tractor Pioneer type, 15 m.p.h. with winch. SLW Gardner 10-ton flat lorry, 24-ft. x 150-in. Appley, Proctor, 474 Mansfield Rd., Nottingham. Phone 64015. 771-8941

**COUNTY OAK SERVICE STATION, LTD.**, VAUXHALL-BEDFORD MAIN DEALERS, LONDON ROAD, CRAWLEY, SUSSEX. Phone, Crowley 25475-6-7

**BEDFORD** 1951 Diesel 5-ton short-wheelbase tractor unit with Scammell coupling, £250. 771-263

**1952** COMMER Diesel tractor unit with reconditioned P6 engine, in very good and clean condition, £300.

**R**.F.R. tractor unit, S.A.E. coupling, reconditioned 5LW engine, in good and clean condition, £450.

**BEDFORD-SCAMMELL** A-type Diesel tractor unit, in good running order, £375.

**1950** SCAMMELL articulated unit, 6LW engine, in good running order.

**A**NY of the above tractor units can be supplied with suitable trailers if required. Terms, exchanges.

**R**USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 771-397

A33

## Miscellaneous Vehicles (contd.)

## TRAILERS

**CARRIMORE.** A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons. **CARRIMORE SIX-WHEELERS, LTD.**, Carrimore Works, North Finchley, N.12, Hillside 3631-2-3-4, 771-707.

**8-TON** 20-ft. Scammell box trailer, latest type, one owner. Firbright Garages, Firbright Rd., Southfields 2366. 771-279.

**ONE** 20-ton S.M.T., fitted 16-36 by 8s, equal to new and complete with skids. Brooklyn Engineering, 187 Hurley Rd., Chadders Ford, Hants. Chandlers Ford 2281. 771-314.

**HEAVY** trailer, 15-cwt., 52 in. by 80 in., once used, bargain. 665. H.L.A. Ltd., 45 Saint Matthews Row, London, E.1. 771-9993.

**EX-MINISTRY** 10-12 low-loader drawbar trailers for sale. Erwins, 15 King St., Maidstone. Phone 55922. 771-331.

**SCAMMELL** trailers. We offer a good selection of 24-, 28- and 30-ton 16-ft. by 25-ft. flat-platform draw-sided box-bodied, timber-pole types and low-loaders, all with Scammell couplings, from £75. Terms and exchange. **SCAMMELL** and Dyson 16-ton tandem-axled trailers, 24- and 25-ft. lengths, flat and drop-sided, all in very good order, choice of 20, at £325 each; also a number of low-loader trailers, 10 to 30 tons, 15- to 20-ft. long, with knock-out axles.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 771-396.

## Miscellaneous Vehicles (contd.)

**OVER** 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheeler, by the leading makers, including low-loaders and semi-loaders, box bodies, platform pantechicons and special types. **RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 772-993.

OFF the peg."

**TASKERS** new QD semi-trailers.

**10-TON** straight frame, in three lengths, 22 ft., 23 ft., and 24 ft., S.A.E. (S.M.M.T.) couplings and including all latest standard features. Fully described in leaflet No. 1209.

**TASKERS OF ANDOVER** (1932), LTD., ANDOVER, HANTS.

Phone, Andover 2312.

Telex, Andover 47-539.

**LONDON OFFICE:** 38 VICTORIA STREET, S.W.1.

Phone, Abbey 2202.

**MANCHESTER OFFICE:** 26 CORPORATION STREET, MANCHESTER, 4.

Phone, Deansgate 6009. Telex, 66-249.

**SCOTTISH AGENTS:** DOUGLAS MUNRO AND CO., LTD., CHAPELHALL INDUSTRIAL ESTATE, CHAPELHALL.

NEAR AIRDRIE, LANARKSHIRE.

Phone, Airdrie 2691-2-3.

**SCAMMELL** 6-ton trailer couplings, good condition, £12 10s. each. **T. J. RICHARDSON AND SONS, LTD.**, 100 Dudley Rd., East, Oldbury, near Birmingham. Phone, Broadwell 1840. 771-78.

**DYSON** super trailers and semi-trailers.

THE best of haul investments.

**R. A. DYSON AND CO., LTD.**, 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams, "Ignition, Liverpool." 772-490.

## Trailers Wanted

**WANTED** 4-wheel wellbase trailer with knock-out axle for transporting Priestman Wolf Excavator 10 tons must be first-class trailer. **Norman Walker**, Hull. 773-6481.

## TRAILER UNDERCARRIAGES

**DAVIES**, S.A.E., fifth-wheel couplings, factory reconditioned exchange service and spares. London Rd., Ware, Herts. Ware 489. 772-612.

**COMPLETELY RECONDITIONED** Scammell trailer undercarriage service; exchange, immediate delivery. **SCAMMELL** coupling mechanism or unit reconditioned in two hours. **WRITE** or phone for illustrated brochure.

**MERRIWORTH (ENGINEERING) LTD.**, London Rd., Stone, Dartford, Kent. Dartford 2810. 772-635.

**FOR** disposal, number of Bedford-Scammell and Hinds trailer undercarriages. Box CM6513, care of **The Commercial Motor**. 772-700.

## SPARE PARTS AND SUPPLIES

## A.E.C.

**USED UNITS**, Whittlefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. 772-946.

**R**ECONDITIONED A.E.C. 7.7 Diesel engines, complete with accessories, in as-new condition, £200 each. **L. W. Vass, Ltd.**, Amphyll, Bedford. Amphyll 3255. 772-708.

**A.E.C.** 7.7 Diesel, ex-M.O.S., completely reconditioned with accessories, in export packing, at £200 each. **ONE** Gardner 6L.W. complete. £300.

**SWORDER (MOTORS)**, Lane End, High Wycombe, Bucks. Phone, Lane End 234. 775-6465.

**A.E.C.** Matador 4 x 4 and 6 x 6 new spares in stock, radiators, winches, differentials and complete axles. Martindale, Cross Hall Works, Chorley, Lancs. Phone, Chorley 3564. 771-68.

**A.E.C.** Bus, complete (drive away), ideal for set of spares units, 7.7 engine, crash gearbox, etc. £150. P.V.T., 1 Seagrave Rd., Fulham 2824. 771-147.

**£10,000** of A.E.C. spares for the following models: 853, 0853, 854, 0854. Axles, gearboxes, pistons, liners, etc. **WHITE** or phone for lists. **Auto-Units (Ealing) Ltd.**, Derwent Rd., Ealing, W.5. Ealing 5108, 9856. 771-168.

**A.E.C.** Engine 7.7, gearboxes, axles, all Regal. **PERCY SLEEMAN, LTD.**, 38 Uxbridge Rd., Ealing, W.5. Phone, Ealing 7987; Uxbridge 5022; after hours, Western 1321. 771-269.

**A.E.C.** Matador. Large stocks fast-moving spares available from stock at prices well below list. Baker Street Trading Co., Ltd., 53 Brompton Rd., London, S.W.3. Phone, Kensington 0026. 771-249.

## ALBION

**USED UNITS**, Whittlefield, Burnley (phone 2262). Spares BYN127, 473, CX550, 557, AZ5L, 553. 772-947.

## FORD AND SLAGER, LTD.

Gwendolen Road, LEICESTER 36117-9.

## ALBION SPARES.

LARGE STORES FACILITIES AVAILABLE FOR ALBION USERS. 772-432.

**1939** FT3N, ST3, CX127, FT3, AL, dismantling. **Arnold's Auto Spares**, 1 Guthrie St., Dundee. 771-625.

**ALBION** gearboxes for FT3, brand new, £25 each. **Crossroads Commercials, Ltd.**, Gildersome, near Leeds. Phone, Morley 444 or 602. 771-135.

## ATKINSON

**CROSSROADS COMMERCIALS, LTD.**, Exchange dials, for Atkinson, Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 771-125.

## AUSTIN

**R**ECONDITIONED engines complete with accessories except carburetors, for 6 by 4 and 4 by 2, £35 each; new cylinder blocks with pistons and bearings, £12 10s.; crankshafts, £8 10s.; pistons with rings, .030 and .060 in.; gearboxes, £10; 6 by 4 auxiliary gearboxes, £12 10s.; rear-axle assemblies, £32. **L. W. Vass, Ltd.**, Amphyll, Bedford. Amphyll 3255. 772-710.

£54

## Spare Parts and Supplies (contd.)

**USED UNITS**, Whittlefield, Burnley (phone 2262). For K2, 3, 4 models. 772-948.

**DISMANTLING** the following models: K2, 3 and 6 by D4, L, A, Rich, Coldhams Lane, Cherry Hinton, Cambridge. 87597. 779-6374.

**K2**, K3, K4, KR, 4 by 4, 6 by 4, dismantling. **Arnott's Auto Spares**, 1 Guthrie St., Dundee. 771-6424.

**AUSTIN SPARE PARTS.** STOCKS FOR ALL MODELS CARS AND TRUCKS.

**THE CAR MART, LTD.**, LONDON DISTRIBUTORS.

WELSH HARP, EDGWARE ROAD, N.W.9. (HENDON 6500.)

AND AT

16 UXBRIDGE ROAD, EALING, W.5. (EALING 6600.)

AND

382 STREATHAM HIGH ROAD, S.W.16. (STREATHAM 0054.)

AND

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**R**ECORDING speedometers completely check vehicle  
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EVERY minute of every journey is accounted for clearly  
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**H**YDRAULIC TIPPING GEARS, 3-18 TONS.  
SPECIALISTS IN ALLOY, STEEL AND WOODEN  
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**M**ANCHESTER ROAD, BOLTON.  
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**L**ONDON OFFICE: 3 Southampton Place, W.C.1.  
Phone, Chancery 5130. 772-683

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**D.B.S.** COACHWORKS, LTD., 24a St. Marks Rd.,  
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**S**PENBOROUGH tipper, power, hydraulic, handscrew,  
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**H**AINGE ROAD, TIVITON.

**T**HE LARGEST STOCKISTS OF  
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IN THE MIDLANDS.

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**N**EW single- and double-ram gears for Bedford 5-  
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**M**ILLSHAW TIPPING GEAR CO. Hydraulic and  
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**M**ILLSHAW TIPPING GEARS. Inquiries to Birch Lane,  
Bradford. 771-808

**W**ESTON tipping gear

**M**AIN agents, London, Home and Southern Counties.  
Full service facilities and large stock of replacement  
units and spares.

**Q**UOTATIONS for complete rebuilds, including steel  
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**C**ONSULT us on all tipping-gear problems.

**S**OUTHERN ENGINEERING CO. (WIMBLEDON), 11  
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771-641

## TYRES AND TUBES

**T**YRES, CASH OR TERMS.

We stock every size and make in new and remoulds  
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Large stocks of part-worn and obsolete tyres.

Buckland batteries from 7s. 6d.

**T**OOTING TYRE SERVICE, LTD.,  
Dept. C, 648-660 Garratt Lane, S.W.17. Wim 8711-2.  
Also at 27 Greenwich South Street, S.E.10. Grie 5198.  
Open 8.30-6. Sunday (Tooting only) 10-1.

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DIESEL 1D AND 6D ENGINES WITH REAR-END CONVERSIONS.

WE SPECIALIZE IN CONVERTING OR REBUILDING ALL TYPES OF COMMERCIAL VEHICLES AND INDUSTRIAL POWER PLANT.

FREE—TECHNICAL ADVICE AND ESTIMATES.

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SOUTHAMPTON 28331.

222-907

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PERKINS SIGNHOLDERS.  
PIONEER CONVERSION SPECIALISTS  
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PERKINS, FORD 4D AND 6D DIESEL UNITS.  
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THOROUGHLY experienced, offering a first-class engineering job, which is as important as price for long-term policy and satisfactory operation. HIRE-PURCHASE terms available on all transactions. Subject to a satisfactory proposal.

IMPERIAL GARAGE, Hadleigh, Essex. Phone 37271; night calls 27272.

## DIESEL CONVERSIONS.

WE are the country's acknowledged experts.

WE can fit a Ford or Perkins Diesel engine, or any other make, into any vehicle.

FORD 4D 4-cylinder conversions to Bedford 5-ton vehicles, giving 25 miles per gallon, are a speciality.

WE can fit more Diesel conversions than any other firm in the British Isles.

HIRE-PURCHASE terms available on all Diesel conversions.

**KAYS OF DERBY,**  
ASHBOURNE ROAD, DERBY.  
Phone 40681 (13 lines).

771-956

## PETROL ENGINES.

**PETROL  
TO  
DIESEL  
CONVERSION UNITS.**

**PRAILLS (HEREFORD), LTD.**  
HOLMER ROAD, HEREFORD.  
Phone 4221 (six lines).

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**CHARD TRANSPORT CO., LTD.**, for all types of traffic to and from the West Country, serving London, Bristol, Southampton, Liverpool, Manchester, etc. Phone 3425-6; night, 3365, 15 High St., Chard, Somerset. 780-6408

## HIRE-PURCHASE

**H.P.** Finance available, private details, prompt settlement. Finexira, Ltd., 38 Jermyn St., S.W.1. Phone until 9 p.m., Hyde 1391. 222-980

HIRE-PURCHASE and rental facilities available for cars and equipment, etc.; private deals also. D. Everard, Ltd., 62 Oxford St., London, W.1. Museum 0811. 771-372

## INSURANCE

**PAUL CHILDS, LTD.**  
58 BIRCH GROVE,  
LONDON, W.3.  
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BEST market rates—no claim bonus to 40%. Monthly or quarterly payments accepted. 222-634

**COMMERCIAL** vehicle and car insurance, expert advice, competitive rates, no-claim bonus to 40%, car to 50%; deferred premiums. Obtain the best terms from specialists motor insurance brokers.

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COMPETITIVE rates, wide cover, excellent service. Best inquiries invited. Foster and Co., Ltd., Dept. T, 63 Queen Victoria St., E.C.4. 222-683

## MISCELLANEOUS

FOR sale, electric arc welders, 100, 200 amp., air-cooled. Ardleigh Spraying Co., Ltd., Ardleigh, Phone 200. 222-701

A60

## Miscellaneous Advertisements (contd.)

## SITUATIONS VACANT

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**VAUXHALL-BEDFORD** salesman required. Write or call with fullest particulars to Sales Manager, G.N. Ltd., Vauxhall-Bedford main dealers, 300 Balham Hill Rd., London, S.W.17. 771-6396

**IPSWICH CO-OPERATIVE SOCIETY, LTD.**  
TRANSPORT MANAGER.

OWING to the retirement of the present official in November, applications are invited for the above position.

**THE Society** operates a fleet of 300 motor vehicles, including 166 electric and 136 battery delivery services are maintained in wide areas. The department also has a full service section for private motorists.

**ANNUAL** trade of the Society is over £6 million; A salary based on N.U.C.O. scale.

**APPLICATIONS** from competent persons with a full appreciation of modern management should be addressed to the Managing Secretary, Ipswich Co-operative Society, Ltd., 38 Carr St., Ipswich. Closing date August 16, 1958. 771-6460

**SALESMAN** for commercial vehicles to join expanding sales force in large and established dealership, operating from North-west London; very good salary and commission with plenty of opportunities to expand sales. Write Managing Director, Box CM716, care of "The Commercial Motor." 771-1

**C.A.V.** Agents require fuel-injection mechanic to take charge of workshop in Coventry, permanent progressive post for suitable applicant. Box CM715, care of "The Commercial Motor." 771-2

**COMMERCIAL** vehicle sales manager required for Morris-Commercial vehicles in South Yorkshire area; candidate should have full knowledge of the trade and be capable of conducting all sales operations. The post is in the territory, salary according to qualifications, reply in confidence giving full details, age and experience to the General Manager, Box CM717, care of "The Commercial Motor." 771-61

**SERVICE** Manager required, Guildford area, large car and commercial vehicle distributor, Diesel and/or coach building experience an advantage; good salary to right man. Full particulars to Box CM708, care of "The Commercial Motor." 772-6474

**VAUXHALL-BEDFORD** main dealer, Home Counties, requires manager for commercial vehicle depot, experienced, to enable control all departments, including body-building. Write in confidence Box CM719, care of "The Commercial Motor." 771-601

**COMMERCIAL** vehicle sales manager required, experience essential, generous salary and pension scheme to right man, write stating previous experience with references to Box CM711, care of "The Commercial Motor." 771-4989

**COMMERCIAL-VEHICLE** salesman required, experience essential, remuneration on salary, expenses and commission basis. Apply in first instance to W. Harold Perry, Ltd., Station Bridge, Walsall, Middx. 771-172

**COMMERCIAL** sales manager required by Midland Austin distributors. Apply in writing, stating age, experience, qualifications, etc., to Box CM711, care of "The Commercial Motor." 773-6489

**VAUXHALL-BEDFORD** salesman required. Write or call with fullest particulars to Sales Manager, G.N. Ltd., Vauxhall-Bedford Main Dealers, 300 Balham Hill Rd., London, S.W.17. 771-6487

**PARTS** storekeeper required, preferably with Vauxhall-Bedford experience (City area). Applications strictly confidential. Box CM673, care of "The Commercial Motor." 771-298

**A** Working foreman required to take charge of service station of new garage to be opened shortly in Frome, Somerset. Intimate and up-to-date knowledge of Vauxhall and Bedford reception, assembly, cleaning, etc., sharing bonus, non contributory pension scheme. Two-bedroom flat on service tenancy available. This is an opportunity for a conscientious and industrious man to establish himself. Apply in confidence, stating full particulars of qualifications and experience to Welch and Co., Ltd., Redcliffe St., Bristol. 771-332

## SITUATIONS WANTED

**L**ONDON shunter, good contacts for reloading, own telephone, capable management. London office. Box CM709, care of "The Commercial Motor." 771-6476

**S**ALES representative with commercial vehicle maker, desires similar appointment North Lancs., Westmorland, Cumberland, would consider representation for tipping, acre, 13cwt or battery makers in same area. Box CM713, care of "The Commercial Motor." 771-9987

**COACH-BUS** manager, seeks post. 10 years experience. Box CM6912, care of "The Commercial Motor." 771-9543

**Y**OUNG man seeks transport manager's position, possibly abroad, experienced, long-distance transport maintenance, costing and seeking own traffic, used to long, irregular hours. Box CM7122, care of "The Commercial Motor." 771-9988

## STORAGE ACCOMMODATION

**S**TORAGE and redistribution facilities available, 28 S and A lorries, vehicles and lorries to cover the whole of Worcestershire and Warwickshire, including Birmingham on sugar distribution. H. B. Everton Roadways, Ltd., Droitwich. Phone 2378. 771-366

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## Miscellaneous Advertisements (contd.)

## TENDERS

**ORPINGTON URBAN DISTRICT COUNCIL**  
TENDERS ARE INVITED FOR THE SUPPLY AND  
DELIVERY TO THE COUNCIL DEPOT, CROFTON  
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OF ONE

NEW SERIES II

**REGULAR LAND ROVER,**

DIESEL ENGINE AND COMPLETE WITH TRUCK-  
TYPE CAB, REAR POWER TAKE-OFF, SPARE  
WHEEL, NUMBER PLATES AND COMPLETE SET  
OF TOOLS.

The vehicle is to be painted two coats primer and finished deep Brunswick Green, I.C.I. Dulux BSS.227, with Coat of Arms. Stencils will be supplied for each door panel and lettering on each side door panel as instructed. Offers must also be made for one FORD 5-CWT. VAN, 1949 (MPC. 194), in running order, to be taken in part-exchange. The van may be inspected, by arrangement, at the Council Depot, Crofton Rd., Orpington. (Phone, Orpington 27661, ext. 10 or 11).

Tenders should note that the Council is entitled to a fleet owner's discount and tenders must be endorsed to the effect that this has been taken into consideration in submitting a tender.

Tenders, stating date of delivery, to be submitted to me in plain sealed envelopes endorsed "Land Rover," by not later than noon on August 23, 1958.

The Council do not bind themselves to accept the lowest or any tender.

Council Offices Crofton Pound Hill, Orpington, Kent. STEPHEN KING, Clerk and Solicitor. August 8, 1958.

771-12

## BOROUGH OF BEXHILL.

**TENDER FOR SUPPLY OF—**  
**SEMI-INDUSTRIAL TRACTOR (DIESEL)**  
**TRAILER and GRASS REAPER**  
AND  
**DISPOSAL OF**

## 2-TON MORRIS LORRY.

Tenders invited in connection with above-mentioned plant. Supplier of tractor, etc., to give credit allowance for 1958 Morris lorry. Further particulars from under-signed, who should receive tenders by 9 a.m. on August 30, 1958, in plain sealed envelope, addressed to the tender for Tractor, etc., bearing no mark to indicate sender. Town Hall, Bexhill-on-Sea. BOROUGH SURVEYOR.

771-4

## ST. HELENS CORPORATION TRANSPORT.

**TENDERS ARE INVITED FOR THE PURCHASE OF THE FOLLOWING SURPLUS VEHICLES:—**

**FOUR LOW-BRIDGE DOUBLE-DECK BRISTOL K6A OMNIBUSES, 7.7-LITRE A.E.C. ENGINES, FIRST REGISTERED 1946.**

**SIX LOW-BRIDGE DOUBLE-DECK A.E.C. REGENT MARK II OMNIBUSES, 7.7-LITRE A.E.C. ENGINES, FIRST REGISTERED 1948.**

**ONE TOWER WAGON, A.E.C. 4-CYLINDER PETROL ENGINE**

View by appointment: Phone, St. Helens 4128 or 4061. Ext. 253.

Full details, Tender Form and Conditions of Sale may be obtained from the undersigned, to whom completed tenders may be delivered not later than 10.00 a.m. on Monday, August 25, 1958.

Transport Offices, JOHN C. WAKE, Shaw Street, General Manager and Engineer, ST. Helens, Lancs. 771-15

## CATERHAM AND WARLINGHAM URBAN DISTRICT COUNCIL.

## NEW VEHICLES.

**TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF THE FOLLOWING NEW VEHICLES:—**

(i) 4 CU. YD. TIPPING LORRY.  
(ii) AUSTIN A15 VAN.  
(iii) DENNIS PAX MAJOR II REFUSE COLLECTOR.

(iv) 15 CU. YD. BARRIER LOADER REFUSE COLLECTOR.

Specifications and Form of Tender may be obtained upon application to the Engineer and Surveyor and sealed tenders in the endorsed envelopes provided must reach the undersigned by not later than 4 p.m. on September 1, 1958.

B. J. SMERDON, Clerk of the Council. Caterham.

771-337

Miscellaneous Advertisements (contd.)

COUNTY BOROUGH OF EAST HAM.

SUPPLY OF GULLY EMPTIER.

TENDERS ARE INVITED FOR THE SUPPLY OF A GULLY EMPTIER.

Further details and forms of tender (returnable by 12 noon on August 25, 1958) from the Borough Engineer, Town Hall, East Ham, E.6. 771-106

COUNTY BOROUGH OF BARROW-IN-FURNESS.

VEHICLES FOR DISPOSAL.

THE COUNCIL INVITES OFFERS FOR THE FOLLOWING VEHICLES:-

3 CROSSLEY DOUBLE DECKED  
58 SEATER OMNIBUSES 1948.

The vehicles, which are offered for sale without guarantee as to condition, may be inspected at the Transport Department, Hindhead Road, Barrow-in-Furness, between the hours of 9 a.m. and 12 noon and 2 p.m. and 4 p.m. Monday to Friday, and any other information and form of tender may be obtained from the General Manager at the above address.

Tenders for any or all of the vehicles should be forwarded in a sealed envelope to reach the undersigned not later than Monday, August 25, 1958.

LAWRENCE ALLEN.

Town Hall, Barrow-in-Furness. 771-316

WORKS TRUCKS

COVENTRY Climax, 4,000-lb. capacity. Clark fork-lift 4,800-lb. capacity; Clark 3,200-lb. capacity. Maudslay, Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504.

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 7d. post free.

DEAL oil stocks books. Cost books, etc. Send for descriptive list.

CHARNWOOD PUBLISHING CO., LTD., Coalville, 222-944

Books and Publications (contd.)

"FARM MECHANIZATION" DIRECTORY, 1956-57. Compiled by the staff of "Farm Mechanization" importers, dealers and manufacturers throughout the world, this edition covers the period 1956-57. Sections devoted to factors and their operations, instruments, test reports, and manufacturers' names and addresses. Illustrated. 552 pages, 25s. net from booksellers, or 26s. 9d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

MOTOR VEHICLE MECHANICS' TEXTBOOK, by K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Mechanics Works, this book is designed for students entering for the award of the National Craftsman's Certificate in Automobile technology. It deals with many of the mathematical and mechanical problems which may be encountered in the study of motor vehicle work. Illustrated. 237 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 222

THE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner, Editor of "The Commercial Motor." This textbook deals with the practical work of the engineer in the maintenance, repair and overhauling of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation and embrace insurance, road transport law and management. 160 pages. 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 222

"MODERN CLEANSING APPLIANCES," by Ashley Taylor. A survey of the municipal cleaning field, consisting of the most up-to-date information on its introduction and development in Great Britain and abroad. Illustrated. 160 pages. 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 222

THE OPERATOR'S GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages. 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 222

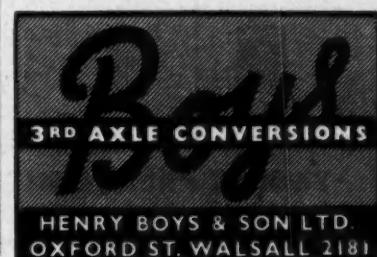
August 8, 1958—THE COMMERCIAL MOTOR 63  
(Supplement)

Books and Publications (contd.)

THE BRITISH COMMERCIAL VEHICLE INDUSTRY (10th Edition). Compiled by the staff of "The Commercial Motor." Completely revised and illustrated with many new photographs and technical drawings. Catalogue provides a comprehensive guide to all types of British commercial vehicles and an up-to-date review of the products of British makers of commercial vehicles and components, which are offered or exported to road transport operators and traders in overseas countries. The colour code system enables rapid identification of the main sections of the book to be made and the specification table headings and illustration captions are in French, Spanish and German, with weights and measures quoted in both English and metric units. 240 pages. Illustrated. Price 42s. net from booksellers, or 44s. 3d. by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 222

"THE COMMERCIAL MOTOR" TABLES OF OPERATING COSTS, 1956-57 (42nd Edition). Contains 13 operating cost tables for all types of motor vehicles. The tables are based on the experience of present-day operators. An explanatory article describes the principle of cost recording. 56 pages. 3s. net from booksellers, or 3s. 6d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detailed facilities afforded by these wharves together with 17 full-page maps showing their positions. A pull-out map indicates the main areas of London's dock area is included. Illustrated. 104 pages. 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. net respectively by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 222



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By F. K. Sully

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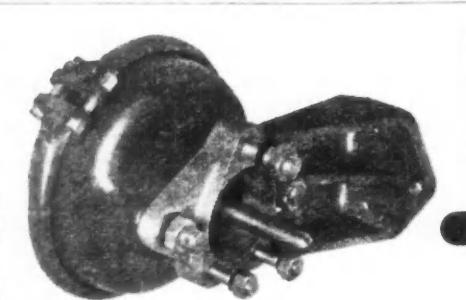
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